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**NEW SEASON JAPANS!**

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WINNIPEG, Man.

VANCOUVER, B.C.

Factory—MONTREAL.

# The Commercial

A Journal of Commerce, Industry and Finance, especially devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

Tenth Year of Publication.  
ISSUED EVERY MONDAY

SUBSCRIPTION, \$2 00 PER ANNUM (in advance.)

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1 month weekly insertion	\$0 30 per line
3 months, do	0 75 "
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Plan Book and Job Printing Departments.  
Office, 186 James St East

JAMES R. STEEN,  
Publisher.

*The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desk of the great majority of business men in the vast district designated above, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.*

WINNIPEG, JANUARY 4, 1892.

## ANNOUNCEMENT.

R. E. Gosnell, of British Columbia, an old newspaper man, and perhaps to-day the ablest writer in the Pacific province, has been permanently engaged upon the staff of THE COMMERCIAL. Mr. Gosnell will take the position of associate editor of this journal. He will remain in British Columbia for the purpose of looking after the interests of THE COMMERCIAL in that quarter, and at the same time will keep the readers of this paper fully informed upon matters concerning British Columbia. Persons in British Columbia who may wish to do any business with THE COMMERCIAL may communicate directly with Mr. Gosnell at Vancouver. Though Vancouver will be his address for the present, he will arrange to spend a considerable portion of his time at Victoria, and will also frequently visit New Westminster, Nanaimo and interior points.

Mr. Gosnell's articles will be free from sectional and political bias, and he will endeavor to do justice to all parts of the vast province. The business people of British Columbia will no doubt fully appreciate the advantages to their province accruing from its constant representation in a journal of the wide circulation and standing of THE COMMERCIAL. British Columbia is a province with vast undeveloped resources. What it wants is people and capital. Mr. Gosnell will endeavor to make known the resources and requirements of the country, giving special attention to commercial matters, industrial development, lumbering, fishing, mining, and financial interests, etc.

Throughout Canada and Great Britain THE COMMERCIAL is recognized as the most reliable source of information concerning western Canada. This journal is thoroughly established, and is widely known, as the trade paper of the Great West. The circulation of THE COMMERCIAL in British Columbia is already large, and the steady increase of its business connections in the Pacific province, rendered it advisable to have a permanent representative of the journal on the spot, instead of endeavoring to keep in touch with the people by an occasional visit of a member of the staff to the province. It was, therefore resolved upon, at the time of the visit of the publisher of this journal to British Columbia last summer, to make this departure, as it was evident that the importance of British Columbia, with its rapid development, required closer attention than could be given from the distance of the head office, or from an occasional visit. In order to do full justice to the province, it was also necessary to have a regular member of THE COMMERCIAL staff on the spot, who would be ever in touch with the business men of the province, and therefore competent to speak with authority upon matters affecting the interests of the country. It is further hoped that this move on the part of THE COMMERCIAL will do much toward encouraging the extension of trade between the great prairie region and the Pacific province.

## Manitoba.

Wilkins & Andrews, tailors, Winnipeg, have moved to Brandon.

N. H. Jackson, drugs, Winnipeg; stock to be sold on 2nd January.

W. H. and George Hastings, of the Keewatin mill, were in the city last week.

Winnipeg Merchant Tailor Co., Winnipeg, succeeded by H. H. Smith & Co.

Manitoba Clothing Twice and Cordage Co., Winnipeg, applying for incorporation.

Mrs. Marie Robert, dry goods, etc., St. Boniface, stock sold to T. Finklestine at 46c on the dollar.

Baunfield & McKiechan, dry goods, etc., Winnipeg, advertise business for sale by tender to Feb. 1st, 1892.

Jas. Turner, of Turner, McKeand & Co., returned recently from a trip to Edmonton, where he had been to attend the funeral of his brother John Turner, rancher, of that place.

W. C. Woods, formerly of the biscuit manufacturing firm of Woods & Co., Winnipeg, has returned to the city for the purpose of again opening the biscuit factory which has been closed for some years.

The Winnipeg city council has accepted an offer from James Ross, of Montreal, and Wm. McKeuzie, of Toronto, to establish an electric railway system in this city. Franchise for thirty-five years has been granted the proposed company.

Geo. Morton, who has been doing business at Boissevain as a merchant, grain dealer and farmer, died on Sunday last after a short illness, at the age of 70 years. Mr. Morton was well known in Winnipeg, as well as in his own district.

It is the Hamilton Provident & Loan Society which has opened an agency at Brandon, and not "Savings" society, as reported. A. F. Sutherland is in charge, as general agent for

Manitoba, the Brandon office being headquarters for this province.

Mr. Mutton, butcher, of Elkhorn, had a very fine Christmas show of meat including beeves, sheep, dairy fed pork, venison and poultry. Among the beeves was a steer 3 years and 4 months old, raised by John Mc Turk of Two Creek, weighing 2,500 lbs, and which dressed 1,030 lbs, also a 12 months wether raised by Carr Ellison, of Pipestone, weighing 130 lbs dressed. This Mr. Mutton thinks is second to none in Manitoba, and speaks well for his district as a stock-raising section.

C. H. Cranston, who has been connected with the Winnipeg drug trade for a number of years, and who has recently been travelling for a local wholesale drug house, has been appointed western representative for Lyman, Knox & Co., wholesale druggs, of Montreal, in place of Mr. Wyano, the latter gentleman having vacated the position to take an interest with Mr. Bole in the wholesale drug house of Dawson, Bole & Co. Mr. Cranston will make his headquarters at Winnipeg, and will have charge of the territory through to the coast. He is a young man of pleasant address, and will no doubt be well received by the trade.

If an old man only know as much as a young one thinks he does, how this old globe would whirl.

There is no particular harm in riding a hobby, if you do not take up the whole road with it.

Don't pray too long in church on a cold day if your horse is standing outside in the storm without a blanket.

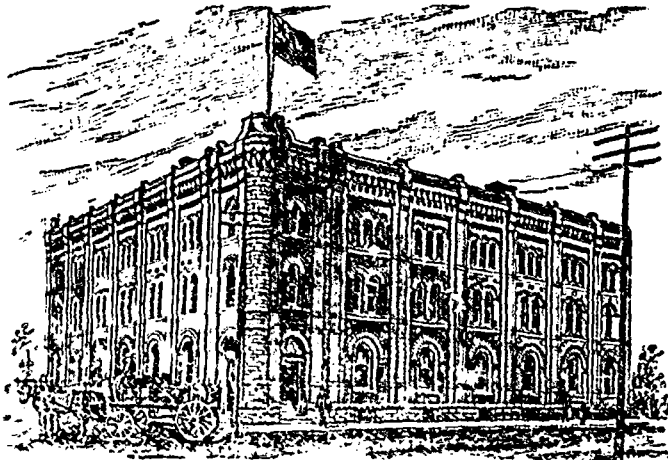
The winding up of the affairs of the Federal Bank of Canada is more satisfactory than was at one time expected, as the shareholders will get 50 cents on the dollar.

In France the growing wheat crop is said to furnish a gratifying promise. In Hungary, weather favorable for field work, which is very satisfactorily advanced, and the general position assuring.

The beet sugar factories in California have closed for the season; the total production of three of them was 8,070,138 pounds, and the bounty on this approximates \$161,400. This is not much, but succeeding years will doubtless greatly enlarge it.

THE Montreal Wholesale Grocers' Association held their annual meeting recently when the election of officers resulted as follows: President, Geo. Childs; vice-president, Chas. P. Hebert; treasurer, D. T. Tees. Directors: Chas. Chaput, W. W. Lockerby and J. C. Rose. Committee of Arbitration: Arthur Birks, D. C. Brosseau, Wm. Kinloch, E. Laporte and H. Regan.

A Montreal paper says: "Owing to the large quantities of hogs that have still to be marketed for winter packing both in the United States and Canada, the prospects are not encouraging for high prices of hog products. The season for marketing hogs in Canada has been the worst on record, owing to the continued mild weather. Prices of dressed hogs in this market have ruled unusually low, sales of car lots having transpired at \$5.50 per 100 pounds, and prices range from \$5.50 to \$5.60. The receipts for the five days of the week were 8,200 head, which are the heaviest this season.

GOODS SOLD TO THE  
TRADE ONLY.GOODS SOLD TO THE  
TRADE ONLY.

**G. F. & J. GALT,**  
DIRECT IMPORTERS  
TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES  
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

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WHOLESALE MANUFACTURERS AND DEALERS IN

**BOOTS, SHOES AND RUBBERS,**  
15 and 17 Front St. East, **TORONTO.**

Represented in Manitoba, Northwest Territories and British Columbia by **ALBERT FRENCH**

**Redmond, Greenleese and Co.**

—WHOLESALE—

**HATS, CAPS**  
AND FURS.

**134 Princess Street,**  
WINNIPEG - MAN.

### Linking the Lakes With Tidewater.

A noteworthy convention met in Detroit at the close of last week, the so-called Deep-Water Convention, which was called to consider the means of realizing the project of linking the great lakes and the Atlantic by means of a deep-water channel. The convention was the outcome of a suggestion made by Congressman Chipman, of Michigan to the Detroit board of trade in July last, which, after consideration by various bodies interested in the subject, was embodied in a circular letter to the commercial bodies of the lake cities, and finally bore fruit in the calling of the convention. The call recited that the work of the convention would be "to consider questions relating to much needed improvements in the channels of water communication through our great lakes, making twenty and twenty-one feet the minimum depth throughout their entire length, the location of lighthouses, the deepening of important harbors, and possibly the most feasible route

**JAMES PYE,**  
FLOUR MILL BUILDER,

—AND—

**ENGINEER,**  
Minneapolis, - - Minn.

CONTRACTS FOR COMPLETE MILLS  
A SPECIALTY.

Plans and Estimates Furnished on Application

A FULL LINE OF THE VERY BEST MACHINERY.

WRITE FOR PARTICULARS.

for connecting these lakes with tidewater by a deep-water channel that will float our largest vessels."

The principal outcome of the convention was the adoption of a lengthy memorial to Congress directing attention to the importance of the work proposed. One resolution urged Congress to authorize the immediate commencement and speedy completion of an unobstructed channel not less than twenty feet in depth and of sufficient width through the lakes and their connecting waters between Chicago, Duluth and Superior and Buffalo, and to authorize the Secretary of War to make contracts for the entire work and appropriate a sufficient sum of money therefor. Another urged that every consideration of prosperity in time of peace and protection in time of war demands the construction of a waterway of sufficient capacity to allow the free passage of vessels drawing twenty feet of water through our own territory from the great lakes to the Atlantic ocean, and request-

**C. H. Mahon & Co.**  
**BOOTS AND SHOES,**  
Mitts, Moccasins, Felts and Rubbers.  
WINNIPEG, - MANITOBA.

**SHIP** YOUR  
BUTTER, EGGS,  
POULTRY, HOGS  
AND ALL LINES OF PRODUCE  
TO THE

**PARSONS PRODUCE COMPANY**  
Wholesale Commission Merchants,  
WINNIPEG, - MAN.

Highest Market Prices Secured for Shippers.

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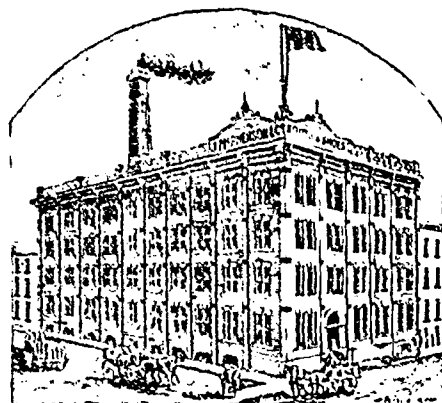
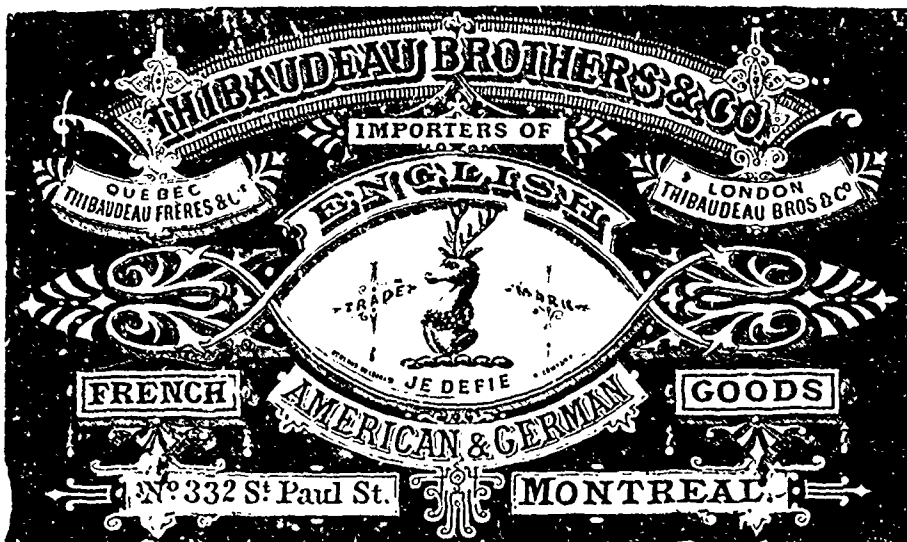
Imperial Bank of Canada, Winnipeg.  
Parkhill Produce Co., Parkhill, Ontario.

ed Congress to authorize the Secretary of War to cause to be made surveys, examinations and estimates of the cost of the various practical routes for such waterway, with a view to determining the one which is most advantageous, and to appropriate a sufficient sum to defray the expense of such surveys and examinations. Still another resolution strongly favored the improvement of the Hudson river to a navigable depth of twenty feet from Cossackie to Troy.

In addition the convention urged upon Congress the necessity for the most liberal appropriations for the establishment and maintenance of all needed lighthouses, fog signals, buoys and beacons throughout the entire chain of lakes, to the end that added security may be given to life and property. The bill recently introduced into the United States Senate providing for an appropriation of \$10,000 to be expended by the United States engineers in the determination of the feasibility of making a ship-canal connection between the waters of Lake Erie and the Upper Ohio river was approved, and Congress was requested to formulate a definite plan whereby the convict labor of the several states may be concentrated and utilized in the construction of a ship canal from some point on the eastern shore of Lake Erie or Lake Ontario to the seaboard as soon as the most available route can be determined upon by the engineer corps of the army. The projects put forward by the convention will be brought to the attention of Congress at an early day, when doubtless some specific estimates of the cost of the works proposed will be forthcoming, and when there can be a more intelligent discussion of the plan than is at present possible. — *Braibstreets.*

W. J. Montgomery, tailor, Port Arthur, has assigned to his creditors.

Hassell and Myer, of Redfield, South Dakota, have completed arrangements to sink a six inch well on their land. They have constructed a four acre reservoir and perfected arrangements to irrigate about 300 acres next summer.



**JOHN McPHERSON & CO.**  
MANUFACTURERS

**FINE SHOES**  
HAMILTON, ONT.

Agent for the North-West & British Columbia :  
M. G. Mullarky, Jr., 30 McIntyre Block,  
WINNIPEG, MANITOBA.

**LYMAN BROS. AND CO.,**  
WHOLESALE  
**DRUGS AND MEDICINES**  
Every requisite for the Drug Trade promptly supplied.  
TORONTO, ONT.

**WINNIPEG SHOW CASE WORKS,**  
J. & D. J. LaLONDE, - Props.  
MANUFACTURERS OF  
**Show Cases, Mantles, Etc.,**  
312 Princess and 780 Logan Streets,  
WINNIPEG, - MANITOBA.

**JAS. McCREADY & CO.,**  
WHOLESALE  
Boot and Shoe Manufacturers,  
MONTREAL.  
SAMPLE ROOMS, 496 MAIN ST. WINNIPEG  
W. WILLIAMS, AGENT

**LYMAN, KNOX and CO.,**  
—IMPORTERS,—  
**Wholesale Druggists**  
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**GLOVER & BRAIS,**  
**GENTS' FURNISHINGS,**  
MONTREAL.

We would strongly advise all our Customers and friends to wait and see our range of goods which will excel all former years.

**E. H. TAAFFE** will wait on you shortly.

**Norris and Carruthers,**  
**GRAIN EXPORTERS,**

BOARD OF TRADE. CORN EXCHANGE.  
**TORONTO, MONTREAL.**

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MANUFACTURERS OF  
SPRUCE AND TAMARAC  
**LUMBER.**  
MILLS AT SELKIRK, MAN.  
DIMENSIONS ALL SIZES.

**DICK, BANNING & CO**  
MANUFACTURERS OF  
**Lumber, Shingles and Lath,**  
DOORS AND SASH.  
MILLS AT KEEWATIN. OFFICE: OPPOSITE O.P.B  
PASSENGER DEPOT, WINNIPEG

JUST ARRIVED—Grain and Flour Sample Bags—American patent, in 4's 5's and 6's. The "Commercial Job Department."

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Sole Agents in Canada for the

"Health Hat."

PATENTED.

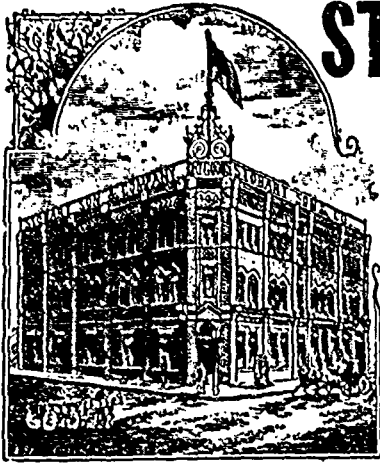
*Manitoba Spring Trade, 1892.*

Men's  
**FURNISHING'S**

Sole Agents in Canada for

Dr. Jaeger's Woolen Underwear.

515 to 525 St. Paul Street, Montreal.



# STOBART, SONS & CO

— WHOLESALE —

## DRY GOODS

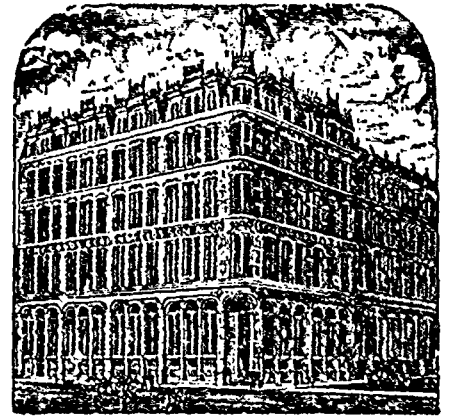
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KERSEYS MANUFACTURED IN MANITOBA.

RAPID CITY YARNS OF THE MANUFACTURE OF 1891 FOR SALE BY US ONLY.

Special Values in Grey and Fancy Flannels, Knitted Woollens and Linens.

TRAVELLERS NOW ON THE ROAD.



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MONTREAL,

Des to draw special attention to the following lines ;

- Prints, Imported and Canadian,
- Dress Goods,
- Carpets and House Furnishings,

Imported and Canadian Woollens a Specialty

Full Range of Cottonades, Flanelettes and all Domestic Goods.

Sole Agent for the Everfast Stainless Hosiery. Complete set of G. J. Redmond, Donaldson's Block, WINNIPEG.

## MILLS & McDOUGALL,

(LATE MILLS & HUTCHINSON)

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CANADIAN WOOLENS, IMPORTED WOOLENS AND TRIMMINGS.

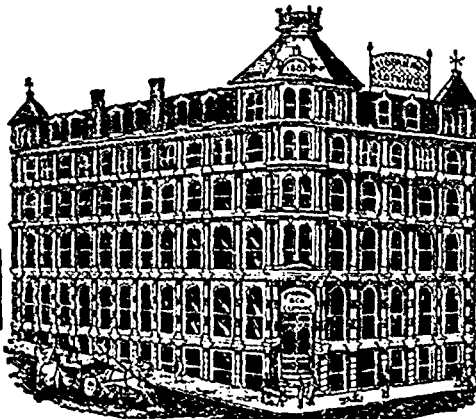
Represented in Manitoba, Northwest and British Columbia by Mr. G. H. SIMPSON.

## Jas. O'Brien & Co.

— MANUFACTURERS OF —

# CLOTHING

Montreal and Winnipeg.



HEAD OFFICE AND MANUFACTORY : VICTORIA SQUARE, - MONTREAL.

## McAlpine Tobacco Co.

— MANUFACTURERS OF THE FOLLOWING UNEQUALLED BRANDS OF —

### CHEWING and SMOKING TOBACCO.

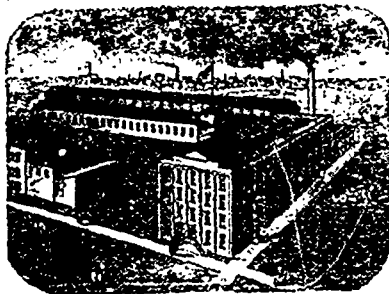
CHEWING :

'BEAVER'

(In 18 lb. Butts)

'TECUMSEH,' fancy

(In 10 lb. Butts)



SMOKING :

'SILVER ASH,' cut

(In 5 lb. boxes)

'Gold Nuggets,' plug

(In 18 lb. caddies)

If your wholesale man cannot supply these goods send for quotations Direct to the Factory TORONTO, - - ONTARIO.

## OGILVIE MILLING COY.'

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REGISTERED BRANDS :

Hungarian and Strong Bakers' Flour

— DEALERS IN ALL KINDS OF —

### GRAIN and FEED.

MILLS :

	DAILY CAPACITY		DAILY CAPACITY
ROYAL—Montreal	1800 Barrels	POINT DOUGLAS—Winnipeg	1000 Barrels
GENERAL " "	1200 " "	SEAFORTH—Seaforth, Ont.	300 " "
GODERICH—Goderich, Ont.	1000 " "		

## J. & T. BELL

FINE

## BOOTS & SHOES

MONTREAL.

## KIRKPATRICK & COOKSON

Established 1860,

MONTREAL,

Commission Merchants,

FLOUR, GRAIN, BUTTER, &c.

Consignments and Orders Solicited

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Cor. Latour & St. Genevieve Sts.,

MONTREAL.

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McIntyre Block, WINNIPEG

British Columbia Branch : WM. SKENE, VanHorne Block, VANCOUVER.

# The Commercial

WINNIPEG, JANUARY 4, 1892.

## Manitoba's Elevator System.

A SPLENDID RECORD FOR THE PAST DECADE.

Last week THE COMMERCIAL contained an article upon the Canadian Pacific railway Co.'s elevator system. This week we will follow this up by a brief reference to the country elevator system of Manitoba and the adjoining territory to the west of the province.

Ten years ago Manitoba was without any elevator system. Start out with this fact in view, and then glance over the list of elevators below, and we think the reader will find therein genuine cause for astonishment. All the elevators in this long list have been built within the past ten years. This is a fact which speaks more than could be expressed in columns of matter, of the wonderful progress made in the wheat belt of western Canada, within the past ten years. The wonderful showing made in the erection of all these elevators within a single decade, may be taken as a safe index to the development of the grain growing industry of this portion of Western Canada. If we had not here a magnificent grain-growing country, there would certainly be no such record as this in the line of elevator construction.

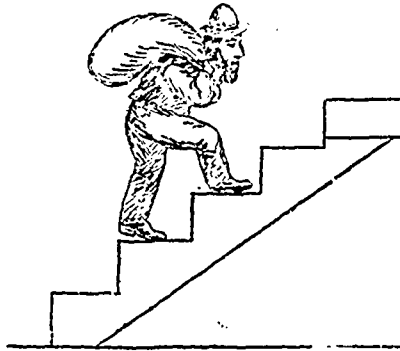
Elevator building in Manitoba commenced in the year 1882. In this year the Ogilvie Milling Co., and D. H. McMillan & Co., erected each an elevator in connection with their flour mills in Winnipeg, and in the same year something was done towards establishing elevators at other provincial points, where towns were growing up along the newly constructed lines of railway. Portage la Prairie, Carberry, Brandon, Manitou and Morden were some of the first points where elevators were erected. Now there are one or more elevators at almost every railway station in the wheat belt, extending from Winnipeg to Moose Jaw, and we think it may be safely said that Manitoba has an elevator system unsurpassed by any other country in the world. The Ogilvie Milling Company has kept up its record as one of the first in the field, and has been adding yearly to its system of elevators.

A good elevator system is a matter of great importance in a country aspiring to be a grain region. It greatly facilitates the rapid handling of grain, and enables it to be shipped in better condition. During the busy season, from 5,000 to 15,000 bushels of grain are often marketed by farmers in a single day, at one point. It would be a very difficult matter to handle this quantity of grain without elevator facilities. Farmers would be obliged to wait a long time to get their grain unloaded, without the assistance of an elevator. The farmer now has simply to drive his horses up an inclined platform at the side of the elevator, where the grain is dumped rapidly from the wagon into a large hopper. It is then weighed and conveyed quickly away by the elevating machinery, and deposited in bins, according to quality, care being taken to keep grain of the same quality in the same bins. Where grain is taken in at what are known as flat warehouses (low buildings without elevating appliances), it is a much more laborious and

slower job, as the grain has to be carried in by hand and deposited in the different bins. When it comes to loading cars, the elevator also has a great advantage over the warehouse. The grain is simply run through spouts (this is called spouting) directly into the cars, while from the warehouse it must be lugged out by hand.

There has been a prejudice to some extent among farmers, against elevators, on account of a rule which existed, to the effect that the railways would not receive grain from warehouses at points where there were elevator facilities, though the rule has not been always strictly adhered to. This prejudice has now about died out. The fact of the matter is, Manitoba's wheat crop could not be handled without a good country elevator system. If an attempt were made to handle the crop through warehouses only, there would soon be a complete blockade, and such delay would be caused to the railways, that they would not be able to move the crops. Such a state of affairs would be very serious for the farmers, and it is therefore in their interest that the elevator system may be made as perfect as possible.

Country elevators are not intended primarily for the storage of grain, hence their small capacity when compared with the mammoth storage elevators at important terminal and shipping points. The country elevator is intended principally to facilitate the handling of grain from the farmer, and to provide for its



OLD STYLE GRAIN ELEVATOR.

convenient transfer to railway cars for shipment. The list given below will show the usual capacity of country elevators to be from 20,000 to 40,000 bushels. Though the storage capacity of a single country elevator is not large, yet in the aggregate they form an important portion of the storage capacity of the country. In case of a heavy rush of grain to market, or a railway blockade and consequent inability to secure cars as fast as required, these country elevators come in very useful for providing temporary storage for grain, which otherwise would have to be held by farmers until it could be handled by the shippers and railways. The elevators on the list below, at Port Arthur, Fort William and Keewatin, are not country elevators. They are, however, a part and parcel of the Manitoba system. The elevators at the two lake ports mentioned are for storage and for the transfer of grain from cars to boats. The Keewatin elevator is for storing and cleaning wheat for the mill there. The Winnipeg elevators are also principally for carrying and cleaning wheat for the mills, though a considerable quantity of grain is taken in direct from farmers at some of the Winnipeg elevators. The largest elevator at Portage la Prairie is in con-

nection with a flour mill, and is therefore partly intended for storing wheat for the mill. The elevator on the Northern Pacific at Emerson, is an important cleaning and handling elevator, as considerable grain taken in at other points along the line of railway, is put through this elevator for cleaning and making up into large shipping lots, before being bonded for shipment through the United States to Atlantic ports. Quite a number of the country elevators have machinery for cleaning grain, but of course not on as perfect a scale as in the large storage and handling elevators at terminal and important shipping points.

In most instances, Manitoba country elevators are owned by parties or firms who do a milling or grain shipping business, or both, and the elevators have therefore been established for the purpose of facilitating the grain-buying business of the respective owners. In some cases, grain is received at these elevators from farmers, for storage, when the farmer wishes to hold his wheat for a while in hopes of getting a higher price. This, however, is not done at many elevators. In some instances two or more buyers handle grain through the same country elevator. In the list of elevators given below, will be noticed several termed "farmers' elevators." These were mostly erected the past season, and are owned by local companies of farmers. These farmers' elevators have been established mostly on account of a feeling among the farmers of the locality, that it would be an advantage to them to have an elevator of their own, independent of the grain buyers, where they could store their grain, raise money upon the warehouse receipts, if required, and sell it in a lump at a favorable turn of the market, etc. In a few instances farmers have undertaken to ship their own wheat, but not as a rule with a successful result.

The cut of the elevator given is of a country elevator of 35,000 bushels' capacity. This elevator is the property of the Lake of the Woods Milling Co., which company has a splendid system of country elevators, besides two large storage elevators at its mill at Keewatin. The company built six new elevators this year, and all its elevators have been built since 1889. The cut will show how the farmer drives his rig up the incline platform to unload. Most of the Manitoba country elevators are of a taller and narrower shape than the one shown in the cut. It is at the town of Carberry.

### ELEVATORS ON THE CANADIAN PACIFIC.

The Canadian Pacific railway has the greatest mileage, and consequently the largest number of elevators are located at stations on the main line and branches of this company. The list below gives the names of stations where elevators have been established, with the names of owners thereof, and the capacity of each elevator in bushels. The letter "a" prefixed to the capacity signifies that the elevator is operated by steam power. Other elevators are worked by horse power, except one small elevator at Brandon, which is operated by a wind mill. Quite a number of new elevators have been erected at Canadian Pacific railway points during the past season, particularly in southwestern Manitoba, at new grain-buying points established on the newly constructed extensions of the Glenboro and Souris branches. A star prefixed to the name of the owner,

Cont.



indicates that the elevator has been erected in 1891. As far as we can learn, thirty-five new elevators have been erected the past year on the Canadian Pacific lines, with a total capacity of 1,112,000 bushels. This does not include the big elevator at Port Arthur, nor flat warehouses. This is a good showing:

Station.	Owner of Elevator.	Capacity.
Port Arthur,	J G King,	a325,000
Fort William,	C P R "A"	a1,250,000
" "	" "B"	a1,250,000
" "	" annex to B. (bld'g)	a1,250,000
Keweenaw	L. of the W. Milling Co.	a140,000
" "	" "	a40,000
Winnipeg	Ogilvie Milling Co.	a200,000
" "	N. Bawlf	a70,000
" "	Hudson's Bay Co.	a70,000
" "	Stephen Nalrn	10,000
High Bluff	J. Dilworthy	a30,000
" "	J. A. K. Drummond	12,000
" "	Ogilvie Milling Co.	12,000
Portage la Prairie	L. of the W. Milling Co.	a175,000
" "	Farmers' Elevator	a110,000
" "	Ogilvie Milling Co.	a35,000
McGregor,	Logan & Crowe,	a25,000
Austin,	W Clifford,	a30,000
Carberry,	Lyons Elevator Co.,	a65,000
" "	H. Crowe & Co.,	a35,000
" "	Manitoba Milling Co.,	a32,000
" "	L. of the W. Milling Co.,	30,000
" "	Ogilvie Milling Co.,	25,000
Douglas,	L. of the W. Milling Co.,	35,000
" "	Milne & Bousfield,	a30,000
" "	T E Greenwood,	a25,000
Chater,	T D Woodcock,	a25,000
Brandon,	Parish & Lindsay,	a70,000
" "	Alexander, Keily & Co.,	a10,000
" "	Stuart & Co.,	a50,000
" "	Ogilvie Milling Co.,	a40,000
" "	McMillan & Co.,	a40,000
" "	Henson,	a15,000
" "	Sinclair & Co.,	12,000
Kemnay,	Thompson & Sward,	a30,000
Alexander,	McMillan & Co.,	a35,000
" "	McKenzie & Co.,	a30,000
" "	Ogilvie Milling Co.,	12,000
Griswold,	L. of the W. Milling Co.,	30,000
" "	W Govenlock,	a30,000
" "	W T Smith,	a27,000
" "	Ogilvie Milling Co.,	30,000
Oak Lake,	Leitch Bros.,	a35,000
" "	Roblin & Armitage,	a30,000
" "	Ogilvie Milling Co.,	20,000
Virdeu,	Ogilvie Milling Co.,	a35,000
" "	McBean Bros.,	a35,000
" "	Adamson & Co.,	a32,000
" "	L. of the W. Milling Co.,	32,000
Elkhorn,	L. of the W. Milling Co.,	3,000
" "	H. Crowe & Co.,	a25,000
" "	Ogilvie Milling Co.,	14,000
" "	Atkinson & Co.,	8,000
Fleming,	S Pearce,	8,000
Moosomin.	Ogilvie Milling Co.,	a35,000
" "	Farmers' Co (bld'g)	a40,000
Wolsley,	Wolsley Mill Co.,	a20,000
Indian Head,	W R Bell,	a50,000
" "	McMillan & Co.,	25,000
" "	Canada Farm Co.,	20,000
Regina,	Western Mill Co.,	a25,000
Morris,	Ogilvie Milling Co.,	a40,000
" "	G F Law,	12,000
Rosenfeld,	L. of the W. Milling Co.,	10,000
" "	Ogilvie Milling Co.,	20,000
Gretna,	Ogilvie Milling Co.,	a30,000
" "	Steevan Bros.,	a30,000
" "	L. of the W. Milling Co.,	17,000
Plum Coulee.	Ogilvie Milling Co.,	a40,000
" "	L. of the W. Milling Co.,	20,000
" "	Ogilvie Milling Co.,	a35,000
" "	McBean Bros.,	a35,000
" "	McMillan and Co.,	a20,000
" "	Dines and Cleveland,	a20,000
" "	Farmers' Co	40,000
Thornhill,	Ogilvie Milling Co.,	25,000
" "	L. of the W. Milling Co.,	25,000
Manitou	R Ironside	a45,000
" "	Ogilvie Milling Co	a40,000
" "	McBean Bros	a35,000
Pilot Mound	Ogilvie Co	a40,000
" "	Chalmers Bros	a30,000
" "	" "	9,000
Crystal City	R Iny & P, rr	a25,000
" "	Farmers Elevator Co	a25,000
Cartwright	F Young & Co	a25,000
Killarney	Harrison Bros	a20,000
Ninga	Roblin & Armitage	a25,000
" "	L. of W M Co	20,000
Boisvertain	Preston & McKay	a35,000
" "	E B Tatchell	a25,000
" "	Geo Morton	a20,000
" "	Ogilvie M Co	25,000
Deloraine	S P Clark & Co	a30,000
" "	C A Young	a30,000
" "	Ogilvie M Co	22,000
Carman	Farmers Elevator Co	a60,000
" "	Roblin & Armitage	a35,000
" "	L of W M Co	30,000
Treherne	R S Alexander	a50,000
Holland	H Crowe & Co	a20,000
" "	L of W M Co	20,000
Cypress River	J Riley	a2,000
Glenboro	Ogilvie M Co	a10,000
Stockton	R Logan & Co	a25,000
" "	Reid & Co	a20,000

Methven	*L of W M Co	30,000
" "	*Ogilvie M Co	20,000
Nesbit	*Dines & Cleveland	a25,000
Niverville	J Macara	25,000
Dominion City	Geo Aznev & Co	30,000
" "	Waddell & Co	10,000
Kawarou	W L Griffith	a25,000
" "	Ogilvie M Co	0,000
Beresford	*D P McLaughl	a30,000
Souris	*McCulloch and Heriot	a75,000
" "	*Mason and Darham	a40,000
" "	L of W M Co	30,000
" "	McCulloch and Heriot	a20,000
Menteth	A J Hughes	a30,000
Hartney	*L of W M Co	85,000
" "	Hammond and L	a35,000
" "	*Ogilvie M Co	25,000
Lauder	Scott and Scott	25,000
" "	*Ogilvie M Co	20,000
Napinka	*Roblin and Armitage	30,000
Melita	*L of W M Co	40,000
" "	Ogilvie M Co	25,000
Stonewall	" "	20,000
Whitewater	Geo Morton	a20,000

Total Elevator Capacity on the C.P.R. .... 8,445,000

WAREHOUSES ON THE CANADIAN PACIFIC.

In addition to the elevators as given above,

Broadview	Clementson and Paluter	2,400
" "	A G Thompson	1,200
Grenfell	B P Richardson	6,000
" "	Sherlock and Freeman	5,000
" "	McMillan and Co	3,000
Wolsley	Ogilvie M Co	12,000
Qu'Appelle	S H Caswell	20,000
" "	McMillan and Co	20,000
" "	G H V Bulgea	4,000
Boisvertain	J B Hawkes	1,500
Regina	J D Sibbald and Co	10,000
Moose Jaw	McMillan and Co	4,000
" "	H N Horison	3,000
" "	E A Baker and Co	2,000
" "	S P Clark and Co	2,000
Morris	Ogilvie Co	10,000
Rosenfeld	H Crowe and Co	3,000
Gretna	J and J Livingstone	10,000
" "	Body and Noakes	7,000
Plum Coulee	J and J Livingstone	6,000
" "	P Ulrich	5,000
Morden	C P R	8,000
" "	Body and Noakes	3,000
Thornhill	Leslie and Ironside	5,000
Manitou	C P R	4,000
La Riviere	N Bawlf	3,500
" "	R Ironside	3,500
" "	M Keating	2,500
" "	P Fargay	1,500
Pilot Mound	Chalmers Bros.	5,000



MODERN COUNTRY GRAIN ELEVATOR.

there are also a large number of grain warehouses (flat warehouses without elevating machinery) at stations on the Canadian Pacific. The following shows the location, ownership and capacity in bushels of these grain warehouses:

Station	Owner.	Capacity.
Poplar Point	Francis Bros	4,000
Rutinside	Portage Milling Co	3,000
" "	Campbell, and Green	2,000
McGregor	" "	4,000
" "	H Crowe & Co	4,000
" "	Geo Rogers	4,000
Sidney	Dr Crews	8,000
" "	Dines & Cleveland	5,000
" "	Roblin & Armitage	4,000
" "	Man Milling & B Co	1,000
" "	Dines and Cleveland	2,500
Sewell	McKenzie and Co	12,000
Brandon	Thos Thompson	10,000
" "	Leitch Bros	20,000
Oak Lake	H M Power	4,000
Elkhorn	Roblin and Armitage	4,000
Wapella	Alex Knowles	2,000
Whitewood	Macaulay and Higginbottom	3,000
" "	John Street	3,000
Whitewood	Atkinson and Co	2,000

Pilot Mound	J T Gordon	4,000
Crystal City	McBean Bros.	5,000
Cearwater	R Rogers	10,000
Cartwright	T S. Menary	3,000
" "	O Johnson	2,000
Homfield	J T Gordon	3,000
" "	Dines and Cleveland	3,000
" "	Roblin and Armitage	1,500
Killarney	T J Lawler	3,000
" "	McMillan and Co.	2,000
Deloraine	S P Clark and Co.	4,000
" "	C A Young	2,000
Treherne	R S Alexander	5,000
Holland	N Bawlf	2,000
" "	Geo Smart	4,000
Cypress River	J Riley	3,000
" "	A Atkinson and Co	3,000
Glenboro	R Logan and Co	7,000
Stockton	Reid and Co	7,000
Methven	Roblin and Armitage	3,000
Niverville	Ogilvie M Co	4,000
" "	R Church	1,000
Etterburn	N F Carey	2,000
Emerson	N Bawlf	5,000
Souris	Hughes and Atkinson	10,000
Stonewall	H McCulloch	8,000
" "	Dines and Cleveland	4,000

Total Warehouse Capacity ..... 39,100

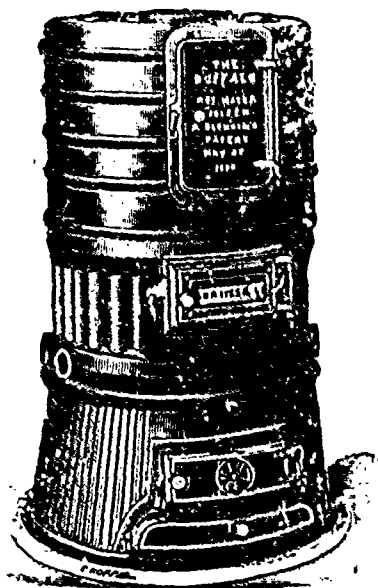
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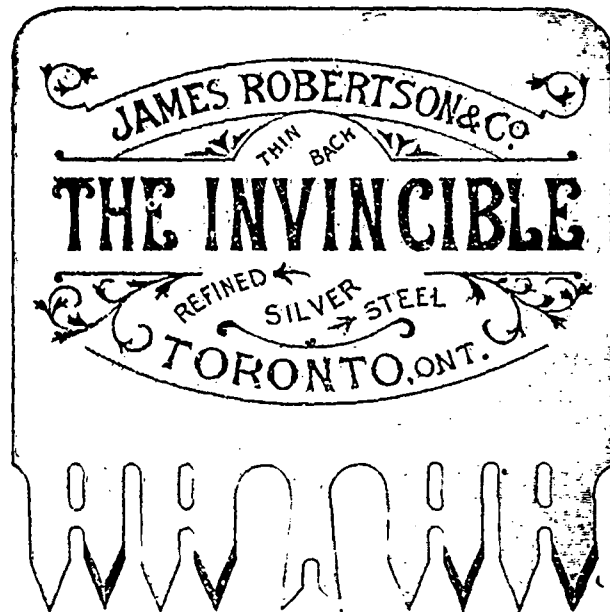
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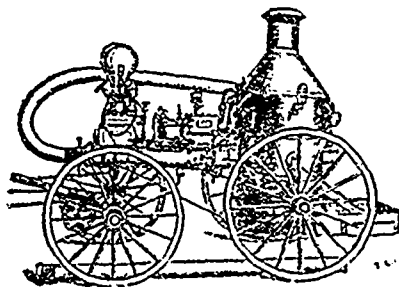
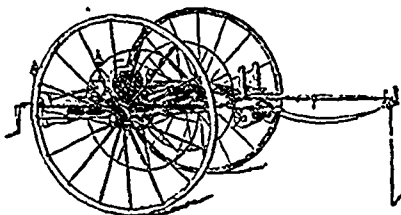
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MANITOBA AND NORTHWESTERN RAILWAY.

Following is a list of elevators and grain warehouses at stations on the line of the Manitoba and Northwestern Railway. Those prefixed with a "W" before the capacity are warehouses. Others are regular grain elevators. Most elevators have steam power. Where a star is placed before the name of the owner, it indicates that the building was erected the past season. Thus it will be seen that four elevators and seven warehouses have been built along this railway in 1891, which shows good progress in the country tributary to this road.

Station.	Owner.	Capacity.
Macdonald	Campbell and Green	12,000
"	N Bawlf	w 6,000
"	L. of W M Co	25,000
Gladstone	P Broadfoot	w 6,000
"	A Atkinson and Co	w 4,000
"	A G Williams	w 9,000
"	W S Baily	w 3,000
Midway	Campbell and Green	w 3,000
Ardlen	A Atkinson and Co	w 3,000
"	N Bawlf	w 3,000
"	Moore and McFarlane	w 10,000
Neepawa	Beautiful Plains M Co	60,000
"	Ogilvie M Co	2,000
"	A Atkinson and Co	w 12,000
"	J J Hamilton	15,000
"	R O'Reilly	25,000
"	Neepawa Farmers E Co	75,000
Franklin	W. S. Sirrett	w 7,000
"	A Atkinson and Co	w 7,000
"	Ogilvie Milling Co	20,000
Minnedosa	W P Johnstone	25,000
"	Ogilvie Milling Co	30,000
"	James Jernyn	w 7,000
"	A C Sewell	w 3,000
"	F and E Pearson	w 30,000
Rapid City	G McCulloch and Co	40,000
"	Head and Christie	w 5,000
"	S Bawlf	w 9,000
"	J Wilson	w 1,000
"	Rapid City Farmers E Co	40,000
Basswood	N Bawlf	w 3,000
"	G Hanna	w 5,000
Newdale	G W Ray	w 3,000
"	N Bawlf	w 3,000
"	J L Cook	w 1,000
Strathclair	Campbell and Green	w 3,000
"	W B Moore	13,000
Shoal Lake	Shoal Lake Milling Co	25,000
"	A. Small	w 10,000
Salsgrith	B Nelson	w 3,000
Birtle	N Bawlf	w 3,000
"	Arrow Milling Co	w 10,000
Foxwarren	T Almack	w 3,000
Binscarth	Roblin and Armitage	w 3,000
"	N Bawlf	w 5,000
Millwood	Mitchell and Bucknall	w 10,000
"	"	w 4,000
Russell	Campbell and Green	w 5,000
"	J G Boulton	w 5,000
"	J D Rippen	w 4,000
"	M Simpson	w 8,000
Salteaux	N Bawlf	w 3,000
Yorkton	Pollock	w 3,000

Total Elevator and Warehouse Capacity ..... 654,000

NORTHERN PACIFIC RAILWAY.

The following are grain elevators and warehouses at stations on the line of the Northern Pacific railway in Manitoba. Warehouses are marked with a "W," others are elevators. Elevators having steam power have an "a" prefixed to the capacity; other elevators are operated by horse-power.

Station.	Owner.	Capacity.
Portage	Prairie Martin, Mitchell and Co	a 30,000
Winnipeg	Hudson's Bay Co	a 20,000
"	McMillan and Co	40,000
Union Point	Martin, Mitchell and Co	w 2,500
Morris	"	30,000
St Jean	"	a 30,000
Letellier	"	12,000
"	Crowe and Co	15,000
Emerson	Martin, Mitchell and Co	a 20,000
Roland	"	30,000
Miami	"	30,000
Somerset	"	w 2,500
Swan Lake	"	w 2,500
Greenway	"	30,000
Buder	Manitoba Elevator Co	40,000
Belmont	Martin, Mitchell and Co	30,000
Hilton	Manitoba Elevator Co	40,000
Wawanesa	"	40,000
"	Martin, Mitchell and Co	30,000
Routhwaite	"	3,000
Martinsville	"	12,000
Elliot's	Elliot's	warehouse

Total Elevator and Warehouse Capacity ..... 615,500

The Northern Pacific railroad was first opened in Manitoba in the fall of 1888. Only

the portion between Winnipeg and the boundary was at that time completed. The road was extended westward from Morris and Winnipeg the following year. All the elevators along the lines of the Northern Pacific, in Manitoba, have therefore been built since the fall of 1888, but mostly in the seasons of 1889 and 1890. No new elevators were built on this road during 1891.

† This elevator also appears in the list of elevators on the Canadian Pacific, being reached by a switch from the latter road.

‡ This elevator is located on the Winnipeg transfer railway.

SUMMARY.

From the above it will be seen that the total elevator capacity of our prairie wheat country, including terminal elevators at the two Lake Superior ports, is as follows:

	Bushels.
Elevators on Canadian Pacific	\$,445,000
Warehouses " "	369,100
Total storage on C. P. R. ....	\$,834,100
Elevators on Manitoba Northwestern	425,000
Warehouses " "	229,000
Total capacity on M. & N. R. . . .	654,000
Elevators on Northern Pacific . . .	609,000
Warehouses " " . . . . .	7,500
Total on N. P. R. . . . .	616,500

Grand total on all roads. . . . . 10,104,100

This shows an average of 1,000,000 bushels capacity for every year since elevator construction began in this country. The season of 1891 shows a record of thirty-five new country elevators built on the Canadian Pacific, with an aggregate capacity of 1,112,000 bushels, and four new elevators on the Manitoba Northwestern railway, with an aggregate capacity of 160,000 bushels, besides the new annex elevator at Fort William, with a capacity of 1,250,000, making the grand total of 2,522,000 bushels' capacity added during the year 1891. This does not include new flat warehouses erected during 1891, which, if added would make a considerable addition to the new grain storage for the year.

WINNIPEG WHOLESALE TRADE.

The usual dullness of Christmas week has been fully experienced. Wholesale houses have been in most instances engaged in stock-taking and ballancing up the situation, and in straight wholesale lines there is nothing special to report. Wheat has been stronger in price, owing to competition among millers, though in the face of the congested railway situation, and with Manitoba almost shut off from the seaboard, lower prices would naturally be expected. In contradistinction to wheat, flour is locally easier, patent flour being offered in broken lots, to the local trade, at \$2.40, and strong bakers at \$2.20. In the Winnipeg markets oats are still tending lower, and prices paid for loads on the street are not much higher than in country markets. Street prices here quoted at 20 to 21c per bushel. Wood has been scarce, owing to the difficulty of getting in supplies from the woods, but prices are about the same. Poultry is comparatively scarce for this season of the year. A choice lot of Manitoba chickens sold at 11½c per pound. Other classes of poultry and meats are about as quoted last week.

A car lot of Nova Scotia dressed mutton arrived during the week, for a local firm.

WHOLESALE PRODUCE MARKETS.

WINNIPEG.

GENERAL WHEAT SITUATION.

The last week in the year is generally a very dull and uninteresting one in wheat, and this one has not proved an exception to the rule. There was very little doing, and prices were allowed to sag, if from nothing else, from lack of business. Now that the festive season, with its holiday interruptions to business is over, a little more energy may be looked for. Monday opened with dull and lower prices in United States markets, and with no news of any importance to note. Cables were irregular. The visible supply statement on Monday showed an increase of 1,472,000 bushels, a large proportion of which was at Duluth and Minneapolis. The total visible supply at principle points in the United States and Canada, east of the Rockies was placed at 44,775,615 bushels, as compared 25,478,237 bushels a year ago. The same week last year there was an increase of 114,000 bushels. Receipts at Duluth were 875 cars and at Minneapolis 1,203 cars, for two days. On Tuesday cables were mostly lower. U. S. markets dull and lower. The weekly report showed that wheat and flour on ocean passage had decreased equal to 2,560,000 bushels. India shipments were \$00,000 less than the previous week, being only 320,000 bushels. Receipts at Duluth were 325 cars and at Minneapolis 249 cars, a total of 574 cars, as compared with 304 cars the same day a year ago. On Wednesday cables were lower, but United States markets were a turn higher, influenced mainly by cold weather in the west and northwest. Thursday, the last day of the year, was little better than a holiday, so far as business was concerned, and in the exchanges the session was given up to merriment, rather than to trading.

Bradstreet's reported as follows on Thursday: "The South Australian wheat crop is a partial failure, being estimated at not over 5 bushels per acre, and the probable surplus for export less than 4,000,000 bushels, which will be required in the other colonies and in South Africa. The estimate is ventured that Victoria may have 3,300,000 bushels for export beyond Australasia. Wheat prices in the United States have not been strong and exports have been checked by the holidays. Exports of wheat this week from both coasts of the United States as reported to Bradstreet's aggregate about 3,107,300 bushels against 3,675,000 the week before."

Exports of wheat from Atlantic seaboard ports, for the week ended Dec. 26, were 2,017,200 bushels, and the previous week were 3,317,100 bushels.

The grain blockade at Buffalo has been raised. The receipts for the season at that port aggregate 128,500,000 bushels of grain and \$,250,000 bushels of flax seed. There is still great congestion on the trunk line railways, and little better than a blockade exists at several points in the United States. The greatest difficulty appears to be east of Chicago.

The cable to the Chicago Trade Bulletin says: Shipments of flour and wheat to Europe during the week ended Dec. 26, were as follows: To the United Kingdom, equal 2,880,000 bus.; to Continent, 2,280,000 bushels; total, 5,160,000 bush-

ols. Shipments during the previous week, 8,830,000 bushels. Requirements, 7,000,000 bushels. The clearances of flour and wheat to Europe since August 1—twenty-one weeks—as cabled to the *Daily Trade Bulletin*, have been as follows: To the United Kingdom, 86,630,000 bushels; to the Continent, 102,260,000 bushels; total 188,940,000 bushels. Requirements, 147,000,000 bushels.

#### LOCAL WHEAT SITUATION.

The week was rather an off one in the grain trade. There was very little life about the Winnipeg exchange. Colder weather, with some rough, blustery days, checked deliveries of wheat by farmers, at country points. Country roads were in bad shape from drifting snow, in some localities. The railway situation is also a heavy damper upon the grain trade, and would prevent an active condition, even if other features were favorable. The announcement that the L-high Valley road was open to take Manitoba wheat to New York, proved somewhat of a delusion, owing to the lack of terminal and other facilities by the road for handling the crop. So far as reaching New York is concerned, matters are not much improved yet, and it is still impossible to get any considerable quantity of wheat through to New York. The railway situation was further complicated by the announcement made the first of the week, that the Fitchburg railway had refused to receive further consignments of wheat for Boston. This road was working with the Canadian Pacific as its eastern connection for Boston. As matters now stand, Manitoba shippers are almost shut out from the seaboard, but

they are not in any worse shape than the western states, owing to the generally congested condition of all the trunk line railways. Local wheat prices have been strong, especially for high grades, in spite of the railway situation. Competition among millers has been the cause of this strength, and millers have been buying in country markets at considerably higher than shippers could pay for export. Though millers want mostly choice grades, yet the firmness has been extended sympathetically to other qualities. For choice hard wheat, equal to No. 2 hard and better, 70 to 75c has been paid to farmers at a number of country markets, and even exceeding the top quotation was paid for a brief time at one or two points. Lower grades have ranged as follows in country markets: No. 3 hard, 60 to 65c. No. 1 regular, 50 to 55c, No. 2 regular, 40 to 45c, No. 3 regular 30 to 35c. Stocks of wheat in store at Fort Willsam on Dec 24 were 789,071 bushels, being an increase of 137,507 bushels for the week.

#### British Columbia Trade Letter.

SPECIAL CORRESPONDENCE.

VANCOUVER, Dec. 27, 1891.—There are no change in quotations to report this week. In fact, Christmas has rendered business a secondary consideration for the nonce. A feature of this year's holiday trade generally is that dealers have overstocked themselves for the demand and many of them must either demoralize their trade by offering them at slaughter rates or

carry over until next year, either of which courses being unsatisfactory. The only line which dealers seemed to be afraid of was poultry and as a consequence there was a scarcity, with a very lively demand at an average price of 20c per pound. Last year the market was overstocked in anticipation of the Xmas trade and a tremendous cut followed. This year the poultry business was fought shy of, leaving one or two supply merchants to do a rattling trade, nor was the quality of the birds up to last year's standard.

Generally speaking there is a shortage of cash in the cities, with slow collections. The country trade is reported good. Contributing causes to the dullness complained of are well understood and merely temporary: depression in lumber trade, shortness in the salmon pack, stoppage of the sealing industry and a light demand for coal. Nanaimo just now is experiencing, as a consequence, the first quiet spell she has experienced in some time. In Victoria, trade is good, but considerably affected by causes above referred to. Vancouver has fared badly in comparison to previous year's, but without doubt the coming year will be the brightest in her history from the present outlook. Westminster is solidly progressing but not very brisk. The sealing fleet is fitting out for next year causing some circulation of money. A rumor of the extension of the Great Northern to Vancouver has been revived and it is said the smelter property has been bonded for terminal purposes.

(Continued on Page 375.)

Several good reasons WHY the Trade should handle

# MELISSA

# RAINPROOF COATS

Instead of RUBBER COATS.

MELISSA Coats will always be found good sound reliable stock and will not deteriorate in value.

MELISSA Coats will not get stiff, hard and worthless after being on the shelf a few weeks as Rubber Coats generally do.

MELISSA Coats will never be brought back by customers, a few days after purchase, with sleeves and collars off as rubber coats frequently are.

MELISSA Coats are full value for their price simply as ordinary cape overcoats leaving out of account altogether their GREAT value as rainproofs.

As MELISSA Coats are sold to all dealers at uniform prices, no one can undersell his neighbor

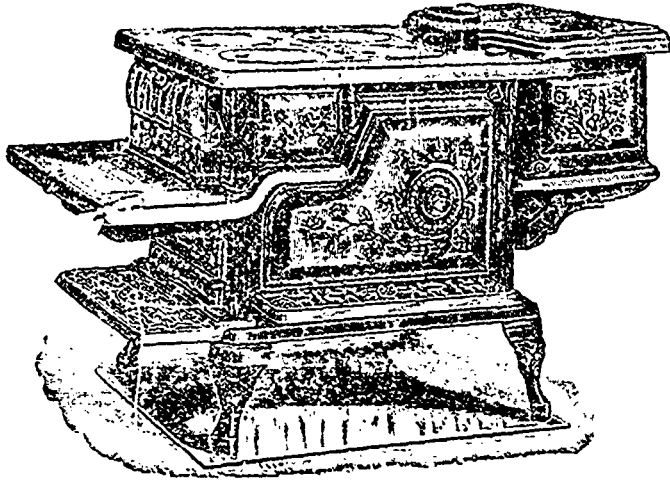
IT WILL PAY dealers to see these goods before placing orders for waterproofs.

Spring Samples are now in the hands of Travellers in all parts of the Dominion

## MELISSA MANUFACTURING CO.

J. W. MACKEDIE & Co., Montreal, } WHOLESALE AGENTS  
FOR THE DOMINION.

THE  
**E. & C. GURNEY CO.**  
 LIMITED.  
 WINNIPEG.



MANUFACTURERS AND DEALERS IN ALL KINDS OF

**STOVES AND RANGES,**

Hot Water Boilers and Radiators,  
Hot Air Furnaces and Registers and  
Gurney's Standard Scales.

DEALERS IN ALL KINDS

**Tin Goods, Pressed and Pieced  
GRANITE GOODS.**

Estimates Given for Heating all Classes of Private Dwelling  
and Public Buildings.

FOUNDRIES HAMILTON AND TORONTO.

**CONSUMERS CORDAGE CO'Y**

(LIMITED)

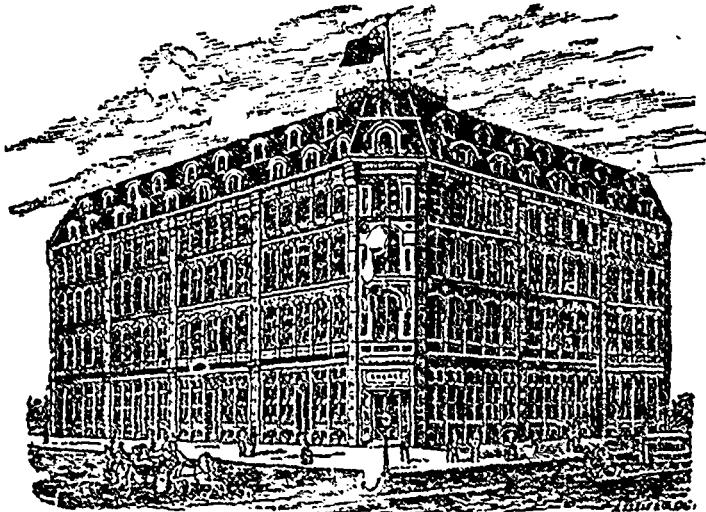
MANUFACTURERS

<b>B</b>	FOR FLOUR
	FOR BRAN
<b>A</b>	FOR OATS
	FOR SHORTS
<b>G</b>	FOR POTATOES
	FOR WHEAT
<b>S</b>	FOR COAL
	FOR EVERYTHING

Full Stock Carried in Winnipeg. Write for Samples to our Manitoba and North-West Agents.

Merrick, Anderson & Co., 203 Princess St., Winnipeg.

MEN'S BOYS' AND YOUTHS' CLOTHING  
CHILDREN'S CLOTHING A SPECIALTY.



Our Travellers with Samples for the Spring and Summer Season of 1892, are now on the Road.

## H. SHOREY and CO., WHOLESALE CLOTHIERS,

1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

### It began and ended in Smoke.

Oholly, ever smoke two cigars at once? No deah boy, what for? Too expensive for me, don't cher know. Why to distinguish between the flavahs. Ah; nevah though of that—did you? No Choley, Tasse, Wood & Co., gave me the wrinkle. I was lighting an ordinary ten center don't cher know when my friend handed me one of theirs, same price, and told me to smoke them alternately. Well, did you smoke them alter—go on. Yes—did and Tasse's cigar lasted over an hour and tasted sweet to the end. And the other bloomin weed? Burnt crooked and was used up in twenty minutes.

## WALKER HOUSE.

The most conveniently located Hotel in Toronto.  
One Block from Union Railway Depot  
A first-class Family and Commercial House.

Terms from \$2 a Day

DAVID WALKER, PROPRIETOR.

Corner York and Front Sts., TORONTO, Ont.

## HOGS WANTED!!

—AT—

## Allen & Brown's.

THIS SEASON'S GOODS.

Fresh New Cured Hams, Breakfast Bacon, Spiced Rolls, Long Clear Bacon, Boneless Ham, Pure Lard, Pickled Eggs, Sausage Casings, etc., etc.

Write for Prices as our Quotations are Low.

70 McDERMOTT STREET,

FRESH PORK SAUSAGE. BOLOGNA SAUSAGE.

## NEW CURING BREAKFAST BACON.

SPICED ROLLS.

LONG CLEAR.

HAMS.

LARD.

Now ready. Also Pure Pork Sausage. For fine flavored goods send us a sample order.

**DRESSED HOGS WANTED**

Choice DAIRY BUTTER wanted, and for sale. Orders and correspondence solicited.

**J. Y. Griffin & Co.,**  
WINNIPEG.

## J. S. CARVETH & CO.,

Pork Packers and Commission Merchants.

Egg preserving fluid. Smoked meats. Horse-Radish in bottles. Ham Tongue and Chicken Sausage. German Sausage. Fresh Sausage.

—ASK YOUR WHOLESALE GROCERS FOR—

Carveth & Co.'s Mince Meat, (Finest Quality.)

Sole Agents for S. Oppenheimer & Co., Chicago, and Kochler & Huirichs, St. Paul, Minn., Butchers, Packers and Sausage Makers' MACHINERY, TOOLS, FIXTURES, CABINETS, STICKS, ETC. Write for quotations.

SAMUEL HOOPES, DEALER IN MONUMENTS, HEAD STONES, Mantle Pieces, Grates, Etc. Special designs furnished on application. Corner Bannatyne and Albert streets, Winnipeg.

Oxbow, the present terminus of the Souris branch railway, is growing fast; within about two weeks twenty buildings have been commenced and several completed. This point, however, is only the terminus for the winter, and in the summer the road will be extended westward to Alameda.

## ASK FOR

AND SEE THAT YOU GET

## "TIGER" BRAND

Chemically Pure

## WHITE LEAD

THE BEST IN THE MARKET.

MANUFACTURED BY

**Montreal Roller Mills Co'y,**  
MONTREAL, P.Q.

Members of the White Lead Association of Canada.

## Taylor Importation Co.

WHOLESALE IMPORTERS OF

COFFEES, TEAS, WINES AND SPIRITS,

BELGIUM & HOLLAND CIGARS.

French and English Specialties.

375 MAIN STREET, - WINNIPEG, MAN.

## A. RAMSAY & SON

MONTREAL.

(ESTABLISHED 1842.)

MANUFACTURERS OF

WHITE LEAD, COLORS, VARNISHES,  
Embossed & Leaded Glass, &c., &c.

IMPORTERS OF

Plate & Window Glass, Artists Materials  
and General Painters Supplies.

OFFICE & WAREHOUSE, 37, 39 & 41 Reccollet St.  
WHITE LEAD & COLOR WORKS, 10 to 22 Inspector St.  
VARNISH FACTORY, 105 William St.

JAS. SLESSOR.

JAS. JOHNSTON.

## James Johnston & Co.

IMPORTERS OF

ENGLISH, FRENCH AND GERMAN

## DRY GOODS,

DEALERS IN

CANADIAN & AMERICAN MANUFACTURES,  
WHOLESALE.

26 SHELEN STREET, MONTREAL.  
(COR. RECOLLET)

Represented in the Northwest and British Columbia by M. J. ARMINGTON.

### SPECIAL TRADE NOTICE.

LET there be no mistake about this, that the "Myrtle Navy" tobacco is manufactured from the very finest Virginia leaf. No higher quality of leaf can be purchased from any tobacco made. It is selected with the very greatest care, and treated with the most approved processes for preserving the flavor of the tobacco.

From all appearances a sugar war is to be inaugurated, China, eastern and Vancouver sugars entering into the competition. British Columbia sugar holds the market, but the competition has without doubt modified prices. It is said that a good business is being done in the Hong Kong article. The refinery is now closed down for repairs but has sufficient stock on hand to fill orders. California oranges are coming in freely. Quotations are: Winter pears \$1.50 per box; grapes, \$1.75 to \$1.80; Oregon apples, \$1 to \$1.10; Santa Barbara oranges, \$3.50; Riverside seedlings, \$3.50; navels, \$5; California Mission lemons, \$8 to \$0.50; silver skin onions, 1½¢ per lb.; Island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 3½¢ per lb., potatoes, Island, \$20 per ton; do. Ashcroft, \$23 to \$25; do. Chilliwack, \$18; do. Fraser River, \$10.

Flour and feed—The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.60; XXX, \$5.30; strong bakers or XX, \$5; superfine, \$4. Quotations to the trade are: Felta, \$5.50; Premier, Enderby mills, \$5.80; XXX, \$5.00; XX, \$5.25 to \$5.50; superfine, \$4.25 to \$4.50; Ogilvie's Hungarian, \$6; do. strong bakers, \$5.80; wheat, \$35 to \$40 per ton; oats, \$30 to \$35; oil cake meal, \$32.50 to \$35; chopped feed, \$33 to \$35; shorts, \$28 to \$30; bran, \$25 to \$30; British Columbia oatmeal, \$3.50; Californian, do, \$4.25 to \$4.30; Californian rolled oats, \$3.75 to \$4; hay, per ton, \$16 to \$20.

Lumber exports have been better than for some time, but prices are depressed and demand limited. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M foot; rough deck plank, average length 35 feet, \$10; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

The prices for canned salmon are also depressed in the home market, but the outlook is considered satisfactory. About 175,000 cases have been shipped out of a total pack of about 313,000 cases being about 100,000 cases short of last year.

Butter—Quotations are: Eastern creamery, 25 to 28c; Manitoba creamery, 23 to 30c; dairy, 20 to 23c; eastern townships, first quality, 24 to 26c. Meats—Hams, 12½ to 14c; breakfast bacon, 12 to 13½c; short rolls, 11 to 12c; dry salt sides, 10 to 11½c.

Rice, per ton—Japan, \$77.50; China, \$70; rice flour, \$70; Chit rice, \$25; rice meal, \$17.50.

The weather of late has been against trade, it being unusually disagreeable for this province. Business will remain very much as it is until spring opens, when a large influx of outside capital is expected, and when trade with the interior gives every promise of being of large and profitable dimensions.

### Chicago Board of Trade Prices.

[Quotations below are per bushel for regular No. 2 wheat, which grade serves as a basis for speculative business. Corn and oats are per bushel for No. 2 grade; mess pork quoted per barrel, lard and short rib sides per 100 pounds.]

On Monday trading was light and prices lower. Prices opened about ½¢ lower than the close of the last board market day (Dec. 24), and declined about 1¢ further. Receipts were 409 cars. Closing prices were:

	Dec.	Jan	May
Wheat .....	90	90	95½
Corn .....	39½	40	41½
Oats .....	32½	31	32½
Pork .....	7.02½	10.27½	10.87½
Lard .....	6.97½	6.62½	6.40
Short ribs .....	5.10	5.15	5.57½

Prices continued downward on Tuesday, with a very slow market. After a temporary advance of ½¢, prices declined about 1¢. Receipts were 200 cars. Closing prices were:

	Dec.	Jan.	May.
Wheat .....	89½	89½	93½
Corn .....	39½	39½	41½
Oats .....	32	30½	32½
Pork .....	7.40	10.22½	10.82½
Lard .....	6.95	6.97½	6.32½
Short ribs .....	5.03	5.10	5.62½

On Wednesday wheat was firm on light receipts. Closing prices were ½ to ¾ cent higher. Receipts, 181 cars. Closing prices:

	Dec.	Jan	May.
Wheat .....	90½	90½	96
Corn .....	39½	40½	41½
Oats .....	32	30½	32½
Pork .....	—	10.40	11.00
Lard .....	6.07½	—	6.32½
Short ribs .....	—	5.20	5.62½

Wheat was dull but firm on Thursday, and closed unchanged. Receipts, 185 cars. Closing prices:

	Dec.	Jan	May.
Wheat .....	90½	91½	95½
Corn .....	39	40½	41½
Oats .....	31½	30½	32½
Pork .....	—	10.40½	11.05
Lard .....	—	6.07½	6.40
Short ribs .....	—	5.20	5.62½

### Duluth Wheat Market.

No. 1 Northern wheat at Duluth closed as follows on each day of the week:

Monday—Cash, 80½¢; December 80½¢; May, 93¢.  
 Tuesday—Cash, 85½¢; December, 85½¢; May, 92½¢.  
 Wednesday—Cash, 80; December, 84½¢; May, 93½¢.  
 Thursday—Cash, 80; December, 86½¢; May, 93½¢.  
 Friday—No meeting of exchange.  
 Saturday—Cash, 86½¢; Jan., 85½¢; May, 92½¢.

On Saturday No. 1 hard closed at 86½¢ for cash, 86½¢ for January and 93½¢ for May.

### Minneapolis Closing Price Wheat.

At Minneapolis, on Saturday, January 2, wheat prices closed as follows for No. 1 northern: Cash, 87½¢; Jan., 86¢; May, 90½¢.

### British Columbia.

Hardman & Co., plumbers, New Westminster, have dissolved partnership; H. A. Powers continues.

McLean & Morrison, grocers, New Westminster, have dissolved partnership; Allen & McLean continue.

A. H. Buchanan, from the Vancouver office of the Bank of Montreal, has gone to Nelson, where he will open a branch bank for that institution. The new bank will be permanently located in the Mars block, but until that is finished it will occupy quarters across the street. The bank will be open for business on and after January 2, 1892.

It is altogether probable, says the *Victoria Colonist*, that a war in the prices of dry granulated sugar will soon be in full sway, the combatants being the Vancouver Refinery and R. P. Rithet & Co., Ltd. The former, a day or so ago, made a cut of ½ cent on carload lots, for cash; the latter came down to meet them yesterday, and express themselves as ready to keep up the fight as long as their rivals care to maintain it.

The *Victoria Times* says: There are several hundred tons of wheat now on the way from Brandon, Man., to be shipped to England by the barque City of Carlisle, now at R. P. Rithet's inner dock. With the wheat and salmon the Carlisle will be well loaded. This shipment of 200 tons of wheat by the Pacific Ocean, and round Cape Horn to Liverpool is the first experiment of the kind ever tried, and under similar conditions as to freight arrangements, or in the absence of cargoes for returning vessels, it will probably be repeated. It is scarcely probably that wheat can be profitably landed from the centre of Canada to the western ocean, and thence carried to Liverpool, at the same price that it can be carried direct; but that it can be occasionally taken at all by this route with advantage to the shippers, will be worth demonstrating. The Great Peace River country, the best wheat land now unoccupied, is nearer by a thousand miles to Victoria than to Montreal; and it may be, should the Hudson Bay railway prove impracticable, that the product of that country will some day find access to the markets of the world through British Columbia ports.

### Calendars.

The custom of sending out illuminated calendars has not been followed so much this year as usual. Several very handsome ones, however, have been received at this office. Undoubtedly the finest is that from E. L. Drawry, Winnipeg's extensive brewer, entitled "The Young Scamp," from a painting by Smiechen, a rising German artist. This is really a picture worth preserving. From Sutherland & Campbell comes a portrait of England's grand, but somewhat erratic old man, and his venerable spouse. This is from a late photo of Mr. and Mrs. Gladstone, and is a very good print. A small but neat rural scene comes from R. J. Whittle & Co. The lover of the horse would be especially pleased with the calendar from Bryan & Co., while the dog is given prominence in a handsome calendar from W. N. Johnson & Co. George D. Wood & Co., the *Free Press*, the Northwest Aerated Water Co. have also contributed something to adorn the walls of THE COMMERCIAL office.

### British Grain Trade.

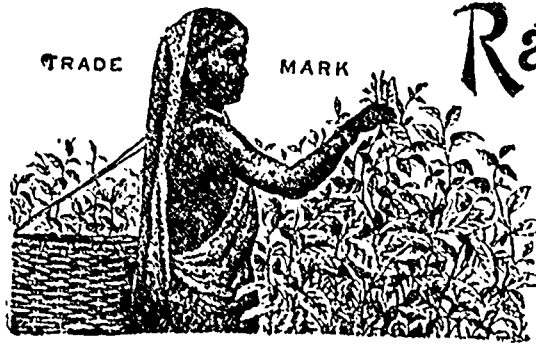
The *Mark Lane Express* of Dec. 28, in its weekly review of the British grain trade says: A fractional business only has been done in English wheats, owing to the fog which has prevailed, preventing the inspection of samples. The provincial markets have been irregular, but there is generally an advance in prices. Foreign wheat and flour sold slowly, generally at a decline. Barley, corn and oats declined, but the absence of Russian supplies has given them a tendency to revive. At Monday's market prices of best English wheats were maintained. Ordinary grades corn, barley, malt and foreign wheats dropped; flour was unchanged; there was a good business.

There is an immense crop of Florida oranges to be marketed this year.

H. Vineberg, wholesale clothier, Montreal, has assigned.

The Canadian Pacific railway station house, at Keewatin, was totally destroyed by fire on December 25th.





# Ram Lal's PURE INDIAN TEA

GUARANTEED ABSOLUTELY PURE  
AS MANUFACTURED ON THE  
GARDENS IN INDIA.

Sold by Turner, Mackeand & Co., Wholesale Grocers, Winnipeg.

## STEEL, HAYTER & CO.

Toronto

GROWERS AND IMPORTERS OF

## INDIAN TEAS

PROPRIETORS OF THE WELL KNOWN

"MONSOON" BRAND.

Agent: GEO. PARR, 521 Central Avenue.  
WINNIPEG.

# LAKE OF THE WOODS MILLING CO.

LIMITED.

The most perfect Flouring Mill in Canada. CAPACITY 2,000 BARRELS A DAY.

Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which we have a system of handling Elevators throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

Offices at: MONTREAL. KEEWATIN. WINNIPEG.

## E. A. Small & Co.,

—MANUFACTURERS AND WHOLESALE OF—

### Men's, Boys' and Children's Clothing.

Our representatives are now on the road with Fall and Winter Goods.  
Reserve your orders until you see their Samples.

Albert Buildings, Victoria Square,  
MONTREAL.

C. MATTHEWS.

W. C. TOWERS.

## Matthews, Towers & Co.,

—WHOLESALE—

### MEN'S FURNISHING GOODS

Our Mr. MATTHEWS is at present on his journey through to the Pacific Coast with Samples of New Goods for Spring, and we trust to be favored with the same liberal patronage.

7 VICTORIA SQUARE,  
COR. ST. JAMES STREET. — MONTREAL.

Samples may always be inspected at the office of our representative in Winnipeg.

Harry L. Langelier, Agent. Office and Sample Rooms: 455 MAIN STREET, WINNIPEG.

Our new lines of Brooches, Bapins, Eardrops, and Scarf Pins in Rolled Plate and Gold Front are now complete. See our new Styles of Black Goods.

WE SELL WHOLESALE ONLY.

**Grigor Bros.**  
WHOLESALE JEWELERS  
527 MAIN STREET,  
WINNIPEG, - MANITOBA.

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### THE VULCAN IRON COMPANY, OF MANITOBA, (LIMITED)

BRASS & IRON FOUNDERS,  
Light and Heavy Forgings, Engine and Boiler Works  
Millwrighting,  
GENERAL BLACKSMITHING.  
POINT DOUGLAS AVE., WINNIPEG.

## Redwood Brewery

Fine Ales, Extra Porter  
and Premium Lager.

Most Extensive Establishment of  
the kind in Western Canada.

### ED. L. DREWRY,

PROPRIETOR,

WINNIPEG, - MANITOBA.

☞ Highest cash price paid for good  
Malting Barley

## CIGARS!

Encourage Home Manufactures by  
smoking

Republics, Columbia, Canucks, Selects & Specials

—MADE BY—

### Bryan & Co

WINNIPEG, - MANITOBA.

## EVANS BROS.' PIANOS,

Fine Finish, Fine Toned, Easy Touch.

THE UNEQUALLED

### Doherty Organ.

IF YOU THINK OF BUYING AN ORGAN OR PIANO

☞ Send for Catalogue and Price Lists ☞

O. E. MARCOY, GENERAL MANAGER.  
WINNIPEG.

The Bountiful Harvest of 1891.

ITEMS ABOUT THE CROPS CLIPPED FROM TIME TO TIME FROM EXCHANGES DURING THE PAST FEW WEEKS.

At Miami the crops are as large as was anticipated; in some instances more. John G. Blair, who farms one mile south of here in tp. 4 r. 6, on twenty-one acres averaged 56 bushels to the acre, No. 1 hard, and had a crop of oats which averaged 25 bushels to the acre.

Threshing is well under way at Treherne. The yield of wheat is good, being from 30 to 40 bushels to the acre.

W. H. Elford, of Carman, has threshed 650 bushels of barley from 10 acres of ground.

Quite phenomenal crops of oats are heard of about Grenfell. Rowley & Chapman report 57 to the acre, and also from one bag of white Fyfe sown on turnip land, 57 bushels, and 44 bushels from two bushels of Ladoga. Here are facts for an immigration agent.

T. Chapman, Bird's Hill, Winnipeg, threshed 45 acres of wheat from the stock last week. Yield 30 bushels to the acre and a fine sample.

J. G. Reid, south of Moose Jaw, has threshed out 100 bushels of oats to the acre.

The Smith boys, of Regina district, report a phenomenal wheat yield from a ten-acre field on a farm six miles north of the town. This patch took 65 pounds of twine to bind it. It was threshed Friday and yielded 550 bushels, 55 bushels to the acre.

Mr. Mitchell, of Pheasant Plains, Assa., who threshed part of his wheat recently, has a yield of over 2,000 bushels of No. 1 hard from 40 acres.

Gilles Bros., of Whitewood, threshed 69 acres of wheat for D. McIntosh that averaged 35 bushels per acre—eight acres of this averaged 56 bushels per acre, and 22 acres averaged 40 bushels per acre.

John Thompson, of Bell Plain, near Qu'Appelle, threshed his wheat last week, which yielded forty-two bushels and ten pounds per acre for his entire crop of twenty-five acres. He expects a number of his neighbors will have considerably more per acre than he had.

Threshing on Brown Bros. farm north of Regina has been in progress for some time, and the returns are extremely satisfactory. The yields are from 30 to 47 bushels per acre. One field of 33 acres yielded 47 bushels of wheat to the acre. Mr. Brown actually sold 47 bushels to the acre, so there can be no mistake about it. When the threshers have completed their job, the Brown boys will have to their credit the comfortable little grist of 12,000 bushels of grain.

Threshing operations are now in full swing, says the Fort Qu'Appelle *Vilette*, and the results of the harvest in some localities are proved to be even greater than were at first anticipated. We hear of some fields averaging 46 bushels to the acre.

Farmers west of Clearwater who are threshing find wheat turning out from thirty to forty bushels to the acre and the grain is of excellent quality.

A correspondent at Grenfell, Assa., writes: "Results far beyond former expectations reach us from the threshing machines. Thirty bushels to the acre of wheat is probably the lowest we

shall hear of, while as the grain is turning out 30 to 40 bushels will be no exaggerated average, and 75 per cent. will grade No. 2 hard or better." Many other reports from various points say that threshing is turning out better than expected.

Wm. Thompson, of Oak Lake, has threshed 6,800 bushels of wheat, and the thresher is still at work. He had 300 acres in crop. E. Dickson has about 4,000 bushels of No. 1 hard. W. Chambers threshed 3,000 bushels, averaging over 30 bushels to the acre.

Threshing is about through at Carivale, Assa. The yield has exceeded the expectations of the most sanguine. The lowest average for wheat heard of was twenty-seven bushels to the acre and the highest sixty-two bushels. The last mentioned phenomenal yield was that of eight acres of backsotting belonging to W. J. Foster, of Sec. 10, 3, 32. From this eight acres he had 496 bushels of No. 1 wheat. Summer fallow averaged about 45 bushels to the acre. Taking the whole settlement the average for wheat will be thirty-five bushels, and oats about sixty bushels to the acre.

J. A. McKay, of Regina, threshed last week and had 50 bushels to the acre. S. B. Gregg has threshed 1,000 bushels of wheat and 2,300 of oats. The wheat averaged 37 bushels and the oats 30 bushels to the acre.

Chas. Martin, of Wascana, finished threshing on Friday. He has 3,340 bushels of wheat from 63 acres—an average of a little over 53 bushels to the acre. Some of it went 60 bushels.

Malcolm McLeod, of Edmonton, Alberta, has finished threshing for the season and reports the result as follows: Wheat, 9,045 bushels; oats, 17,202 bushels; barley, 9,200 bushels, making a total of 35,447 bushels threshed in 40 days. He reports that Alex. McNabb, of Stony Plain, had 53 bushels of red fife wheat per acre, off 12 acres, which weighed 64 pounds to the bushel. All wheat at Stony Plain went 40 bushels or over to the acre. Alex. Adamson, of Clover Bar, had 43 bushels of wheat per acre, of six acres. Before the total grain threshed in the district can be obtained returns will have to be received from several other threshers which have been working steadily all fall.

Phil and W. Johnston, of Deloraine, got through with threshing a few days ago, securing the magnificent total of 9,800 bushels of wheat, and 3,000 bushels of oats. Their farm is on 14 2-24, and they had 350 acres in crop. An average of nearly 37 bushels to the acre on 350 acres.

J. E. Cranston, who farms near Lennox, made a test of his crop yield when he was threshing. He measured off eight acres and had it threshed separately, and got 402 bushels of fine wheat.

M. B. Wilson & Son, of Deloraine, raised from 400 acres of land, 14,470 bushels of No. 1 wheat, and from 75 acres of land, 4,620 bushels of oats; and off of 12 acres of land 483 bushels of barley, making in all 19,573 bushels of grain from 547 acres of land this year of 1891.

A. Condie, of Deloraine, obtained 49½ bushels per acre, by measure.

From 485 acres, D. Wright, of Deloraine, secured 14,275 bushels of wheat.

A. Cassils, of Deloraine, threshed 61½ bushels of wheat, per acre, from a portion of his crop.

The Deloraine *Times* gives the names of a score or so of farmers in that district who have from 30 to 40 bushels of wheat per acre.

Commercial Travellers.

The Dominion Commercial Travellers' Association held its annual meeting at Montreal on Dec. 19. Fred Hughes, retiring president, occupying the chair. The annual report was read and showed that 318 new members had joined while 257 had renewed, making a net increase of 71. During the year nine members had died, and \$6,170 had been promptly paid to their heirs. The total income was \$27,721.64 and the expenses, including insurance indemnity 11,841.62, leaving a balance of \$15,880.02, which raises the capital account to \$108,012.02. The committee announced that they were in treaty with the railway companies about further reductions, and also that the London Guarantee and Accident Insurance Co. have further reduced the members' rate for accident insurance. The result of the election was as follows:—President, Fred. Hughes (re-elected); vice-president, R. C. Simpson; directors, Alf. Elliott, James Gardiner, John E. Wright, R. G. Stokes and Charles Gurd.

The Northwest Aorated Water Co. have the thanks of THE COMMERCIAL for an assorted case of their excellent manufactures.

From 9,000 to 10,000 bushels of wheat were marketed per day at Morden News week. About 400,000 bushels have been received this season to date, says the *Monitor*.

The flaxseed received at Chicago during the first eleven months of this year, according to the report of flax Inspector S. H. Stevens, was as follows: No. 1, 10,222,850 bushels; rejected 308,050 bushels; no grade, 201,300 bushels. In addition to the foregoing, 44,000 bushels were received that were not inspected. The receipts during the same period of 1890 were: 6,045,000 bushels No. 1; 449,500 bushels rejected and 264,500 bushels no grade.

The exports of wheat from India during the week ended December 19, were 1,120,000 bushels, of which 800,000 bushels were to the United Kingdom and 320,000 bushels to the continent. The shipments for the corresponding week of 1890 were 580,000 bushels. Total shipments since April 1 were 43,460,000 bushels of which 20,860,000 bushels were to the United Kingdom, and 22,600,000 bushels to the continent. The total shipments for corresponding time last year were 20,860,000 bushels of which 15,020,000 bushels were to the United Kingdom and 5,840,000 bushels to the continent.

Shipments of flour and wheat to Europe from all quarters, during the week ended Dec. 19, were as follows: To the United Kingdom, equal 5,110,000 bushels, to the Continent 3,720,000 bushels, total, 8,830,000 bushels. Shipments during the previous week, 8,550,000 bushels. Requirements, 7,000,000 bushels. Advance in prices checked by heavy shipments, especially from United States Pacific coast markets. The clearances of flour and wheat to Europe since August 1—twenty weeks—as cabled to the *Daily Trade Bulletin*, have been as follows: The United Kingdom, 83,800,000 bushels; to Continent, 99,985,000 bushels; total, 183,785,000 bushels. Requirements, 140,000,000 bushels.

### Their Ninth Annual Dinner.

The ninth annual dinner of the Northwest Commercial Travellers' Association was held at the Clarendon hotel, Winnipeg, and the evening of Dec. 29. The attendance of the knights of the grip and their friends was good, about 150 persons being present, including many prominent business men of the city. A. Strang, president, presided, and those present were Premier Greenway, W. Whyte, general superintendent of the C. P. R.; Mr. Thompson, president of the Grain Exchange; Mr. Nairn, president of the Board of Trade; Mayor-elect Macdonald; Rev. James Allen; Hon. D. McLean; R. Kerr, of the C. P. R.; Capt. Swinford, of the N. P. R.; Mr. Macdonald, of the M. & N. W., James Steen, A. L. Johnson, L. C. McIntyre, J. Lamb, S. S. Cummins, M. Miller, Wm. Webb, N. W. Cole, W. J. Elliot, R. H. Grahame, J. A. Dutton, S. W. Cornell, W. J. Cavanagh, W. Young, E. Guster, J. E. Hughes, H. Dankin, W. A. Richard, A. T. Lawson, F. J. Sharp, C. F. Church, R. Wyatt, R. Munn, A. Gilchrist, P. H. Rosser, J. McLeod Holliday, D. McGregor, G. Gregg, F. J. Cox, W. O'Loughlin, R. McGowan, C. S. Halkett, Heath Jackson, T. P. McIntyre, A. A. Bouhler, J. Lindsay, F. H. Agnew, H. P. Torrance, J. C. Gillespie, M. Freeman, J. T. Black, C. R. Steele, W. J. Fennington, E. Lowe, E. F. Hutchings, W. Roberts, W. E. McMullen, W. J. Evans, F. W. Peters, J. A. Donaldson, C. W. Armstrong, E. Ogeoman, L. G. Fitzgerald, L. Bonny, S. Cummins, J. W. Coombs, D. Macintosh, W. H. Walker, T. Blackwood, W. S. Burns, I. Hazelwood, W. Boyd, A. Byrney, W. P. Wadell, S. C. Harris, A. E. Banfield, G. H. Rogers, C. R. Drake, F. E. Fairchild, W. F. Doll, T. Ryan, J. Lamb, G. H. Shaw, J. C. Swan, Rev. Allen, S. Nairn, W. Whyte, D. W. Buchanan, J. Moncrief, G. R. Thompson, A. G. Morgan, Jos. Oriffin, W. T. Rutherford, T. H. Phippin, W. J. Sharman, Geo. Brynan, L. C. Macintyre, J. J. Brynan, R. Stewart, J. W. Gatter, A. Wilson, W. C. Muirhead, C. R. Dixon, E. Nicholson, J. St. L. McGinn, J. N. Richmond, J. M. Scott, J. B. Curran, J. C. Campbell, J. H. Chambers, David J. Haaby, A. E. Ferte, T. Bailey, R. R. Cromarty, H. W. Lethbridge, E. M. Carroll,

A. McKillop, F. H. Nesbitt, D. B. McLeod, G. M. Manuel, W. Craerton, jr., J. R. Dingwall, R. H. Nunn, J. Thompson, J. F. Whiting, N. P. Preston, J. M. Hays, Toronto, J. J. Morgan, C. E. Carbott, S. R. Hunter.

There was abundance of music, instrumental, during the discussion of the excellent menu, and vocal selections at intervals during the evening. Numerous letters of regret for non-attendance, were read from various parties who had been invited, but were unable to be present.

Following is the toast list:—

#### "THE QUEEN."

In ring that spans the world, the diamond human.  
Its seal,—a womanly queen,—a queenly woman.

The ancient flag that shades half earth unfurled;  
The drum (mer) that beats its way all round the world.

#### "LIBUT. GOV. AND LEGISLATIVE ASSEMBLY."

Wise are the laws they can construe who make 'em.  
But if the school doors they must bar, we'll break 'em.

#### "FRIENDLY FOREIGN NATIONS."

We'll give em a hand out an' let their flags float,  
But they'd better kape off av' the tail av' our coat.

#### ARMY, NAVY AND VOLUNTEERS.

A truce to Death, Glory, Skulls, Cross-bones and Powder,  
When there's no rag to chew, chin-chin chew clam chowder.

#### COMMERCIAL INTERESTS

All under two per cent. a month.

#### THE CLERGY.

For long, long years we sinners they've been roasting.  
With coals of fire we'll give them now a toasting.

#### THE MAYOR AND COUNCIL.

The blizzard coterie Always toasting each other.  
We'd like them better, if they were young women

#### "RAILWAY INTERESTS."

We wish them: Peace with commerce,  
War among themselves.

#### "SISTER ASSOCIATIONS."

The Drummers are the winds that push the sales.  
To them be kind;  
We hope you're on the right tack,  
Not beating up the wind.

#### "THE LADIES."

When you left home, if you saw one—all right!  
When you go home, if you see two!—good night

#### "PRESS"

He speaks twice who speaks fast.  
Toast them to-night or they'll roast us to-morrow.

The various toasts were replied to as follows:  
"Legislative Assembly;"—Premier Greenway.

"The army and navy, etc;" Capt. Swinford and J. E. Steen. "Commercial Interests;" S. Nairn, president of the Winnipeg board of trade, F. W. Thompson, president of the grain exchange, Thos. Ryan and L. C. McIntyre. "The Clergy;" Rev. Jas. Allan. "The Mayor and Council;" Mayor elect, A. Macdonald. "Railway Interests;" Supt. Whyte, of the C. P. R.; Capt. Swinford, of the Northern Pacific, and Mr. Macdonald of the Manitoba Northwestern. "The sister associations;" Messrs. Miller and Hay. "The Ladies;" Isaac Campbell and J.L. McGinn.

Though the dinner did not go off as enthusiastically as on some former occasions, yet it proved a pleasant re-union for the travellers, and was enjoyed by those present.

### Northwest Ontario.

A gold brick, measuring about one inch by three inches and weighing 33 ounces, has been produced at the Rat Portage reduction works and to announce this fact to the public Mr. Linn called a meeting on Wednesday night. The general good time expected by him failed to connect and the attendance was not large. Mr. Linn stated that while in the past he had talked a good deal, he would not do so much in the future, as the reduction works and the brick produced, he said, proved these things—that there was gold in plying quantities in the district and that it could be worked at a paying profit to all concerned. He was not at liberty to report the value of the ores tested, nor the quality of quartz it had taken to produce the brick on exhibition. That gold is here and can be tested is proved.

### Alberta.

The shipment of dressed beef from Calgary to Pacific coast points, is increasing. The New Westminster *Ledger* says that a car lot of beef has arrived there from Calgary "in fine condition. The beef was refrigerated by means of ice packing and arrived as fresh as the moment it was despatched. The opening up of an extensive trade in fresh beef between this point and Calgary is expected, as the freight rates are very reasonable and encouraging enough to induce the local merchants to make a regular business of importing this beef."

## "PURE GOLD" GOODS

ARE

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### EVERY ARTICLE GUARANTEED.

All Live Grocers Keep them.

It will Pay You to Sell them.

ASK YOUR WHOLESALE GROCER FOR THEM.

If He Does not Keep Them, Write Direct to the

PURE GOLD MANUFACTURING CO.

### MEMO OF A FEW OF THE LEADING LINES.

"PURE GOLD" BAKING POWDER.

" " FLAVORING EXTRACTS.

BORAX ELECTRIC SOAP.

NEW PROCESS SOAP.

"PURE GOLD" SPICES (STRICTLY PURE.)

P. G. FRENCH DRESSING (FOR LADIES' BOOTS.)

JET ENAMEL (FOR STOVE.)

FINEST WHOLE ROASTED AND GROUND COFFEES.

P. G. FRENCH BLACKING, ETC. ETC.

Correspondence Solicited.

PRICES MADE KNOWN ON APPLICATION.

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31 Front Street East, - TORONTO.

# CONFEDERATION LIFE.

HEAD OFFICE, - TORONTO.

Business in Force, - \$20,000,000. - - Assets and Capital, \$4,250,000.

## INCREASES MADE LAST YEAR.

In Income, .....	\$35,168 00	In New Business .....	\$706,967 00
In Assets, .....	\$417,141 00	In Business in Force .....	\$1,600,376 00
In Cash Surplus .....	\$68,648 00		

W. C. MACDONALD, Actuary.

J. K. MACDONALD, Managing Director.

## "WOULDN'T IT PAY YOU"

To mail us orders for new Grenoble or Cahors Walnuts, Oblong Filberts, Hallowi Dates, Prunes, Choice Malaga Raisins, boxes and quarter boxes, Layer Valencias, boxes and 14lb boxes, French Crystallized Fruits, boxes of 4 1/2 lbs each, half barrels Sea Trout, Lady Charlotte Gelatine, Lucas, Park & Co's. Pure Spices and Coffees, Etc. Such orders would receive personal care.

“GOOD” GOODS BUILD UP YOUR TRADE.

A Trial Order will convince you we Practice what we Preach

## LUCAS, PARK AND CO.

Wholesale Grocers and Importers,

73 McNAB STREET NORTH, - - HAMILTON, ONTARIO.

Agents for the now Celebrated Packet Tea, "HILLWATTEE." Send order for a sample 1/2 ch. each Red and Blue Label.

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Combined Authorized Capital:

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Full Government Deposit.

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The Policies of the Manufacturers' Life are not only the most popular but also the most liberal and comprehensive now offered to the public. They are non-forfeitable, uncontested and free from all limitation as to residence, travel, Suicide or occupation after TWO YEARS.

The name of the Manufacturers Accident Insurance Company is synonymous with everything which constitutes safe comprehensive and cheap Accident Insurance. Its Policies are within the reach of all and all claims are paid without delay or discount immediately upon receipt of satisfactory proof of injury or death.

HEAD OFFICE:

Cor. Yonge and Colborne Sts.,  
TORONTO.

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Managing Director:

JOHN F. ELLIS,

Director of the Barber & Ellis Co., TORONTO.

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45 to 49 King St Princess Street.

HAMILTON & WINNIPEG.

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GREAT NORTHWEST

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Our new premises will be found opposite the City Hall, Corner Main and Market Sts.

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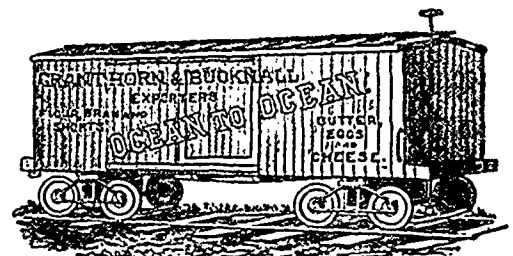
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ELECTRIC BELLS KEPT IN STOCK.

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—AND—

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RICE FLOUR AND BREWERS' RICE.

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Special Attention given to Consignments of  
Prime Creamery Butter.

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Orders for Manitoba and the Territories  
promptly attended to. Mills and Office

South End of Granville St. Bridge.

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FRESH, SALTED AND SMOKED FISH.

Orders for the East promptly filled at all Seasons  
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FRESH HALIBUT AND SALMON

At very reasonable figures at present.

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The leading commercial hotel of the city.  
Directly above the C. P. R. Station and Steam-  
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rooms for travellers.

J. E. INSLEY, Mgr. WM. PROUT, Prop

**THE COLONIAL**The Leading Hotel of the Mainland of British  
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GEORGE R. RAYMOND, - Proprietor.

Good Sample Rooms, and every Convenience for Com-  
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**ROBERTSON, THOMPSON & Co**

Grain, Flour, Produce

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Hogs and Butter Wanted.

PROMPT RETURNS.

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Consignments of Dairy Butter Solicited

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FLOUR, FEED &amp; PRODUCE MERCHANTS.

SOLE AGENTS FOR VANCOUVER, NEW WESTMINSTER  
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CELEBRATED OAK LAKE, MANITOBA FLOUR

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**The Freight Car Shortage.**

While the past fortnight has witnessed some amelioration in the blockade of grain freight upon both the western and the trunkline railroads, it would seem that the congestion of traffic is by no means ended, and that considerable time may elapse before the roads will again be in condition to handle the business offered them with their customary celerity. At the close of last week it was indeed announced that several of the trunk lines had raised the embargo which had existed to Chicago, and were again receiving grain freights for shipment to the eastern seaboard. At the same time it was stated that some of the leading western roads had consented to allow their cars to be taken east of Chicago loaded with grain under pledges from their trunk line connections to return the cars in not less than ten days. These concessions, together with the fact that the trunk lines were clearing away with the accumulation of grain which had existed at Buffalo, seemed likely to result in a sensible amelioration of the situation. The late developments, however, indicate that such expectations were, to say the least, premature. The western lines are for the most part still unwilling to allow their cars to go east of Chicago, and the trunk lines, in spite of all efforts to dispose of the heavy volume of business, are still unable to adequately fill the demands of eastern consumers and shippers for cars. Although grain shipments from New York and other Atlantic ports have attained the largest weekly figures on record, and the east-bound shipments of freight by rail from Chicago during the week ending December 13 reached the enormous proportion of 120,000 tons, almost the maximum capacity of the trunk line railroads, it would seem that the pressure of traffic is as yet unrelieved, and that the ability of the railroad to furnish equipment may be justly claimed to be below the requirements of business.

One of the natural results of this state of affairs is that no little amount of complaint is heard on the part of exporting and distributing interests in the grain trade. The burden of this situation falls with particular force upon Boston, Baltimore and Philadelphia, although in New York shippers apparently find equal ground for complaint. Records are numerous where shippers have been unable to supply cargo to vessels under charter, although grain to load has been contracted for and was lying in Chicago or Buffalo. A feature of the situation is the fact that consignees have been unable under the circumstances to maintain the individuality of grain shipments in transit, and it is noteworthy that although instances might be multiplied where efforts have been made to obtain cars by paying extra therefor or by shipping in refrigerator lines, such endeavors have been for the most part futile.

Under these circumstances it is natural that attention should be called to the inadequacy of equipments and motive powers for the extraordinary demands which the present season have made upon the railroads. At the same time it would seem that some of the figures which have been brought forward as illustrative of the matter demand at best scrutiny, if not qualification. It is, for instance, stated that while between 1887 and the close of 1890 the railroad mileage of the United States had increased from 137,000 miles to 158,000 miles, a gain of about 15 per cent., and the tons of

freight moved one mile had in the same period advanced from 61,500,000,000 to 79,000,000,000 per annum, the total number of freight cars in the country has increased only from 950,000 to a little over 1,000,000 in number, a gain of about 11 per cent., against a gain in the ton-mile freight movement of 29 per cent. It is true that these figures, which it must be observed are not distinctly accurate ones, are the best that could be attained, and that they indicate with a reasonable certainty an existing deficiency in the general magnitude of railroad equipment. Still it must be remembered that the present traffic, and especially the grain tonnage, is phenomenal and exceptional, and that to have prepared for it it would have been necessary for the railroads to have commenced to augment their rolling stock and motive power at least a year ago. In the face of the light traffic, the declining rates and the unfavorable financial situation of the preceding two years or more, such expenditures on the part of the railroads would have been almost impossible, even if a foresight of what was coming in the way of traffic had existed. On the contrary, it is distinctly true, as was stated in these columns some time ago, that the railroads and particularly the western lines which had been experiencing the effects of competition, destructive regulation and decreasing traffics, had in many cases adopted a contrary policy, involving as a rule economies in regard to replacing and repairing their existing rolling stock equipment, the effect of which is plainly visible now. At the same time it must be noticed that increased power of locomotive and increased capacity of cars have been the rule with regard to all additions to or replacements of rolling stock during the past few years. For this reason the actual numbers of the cars in service at this moment do not in all probability bear the same relation to their capacity which the mere number of cars given above or the proportion of the increase itself would indicate.

One of the most immediate results of the existing situation has, however, been the placing of enormous orders for both cars and locomotives. Nearly all of the great western and trunk line railroad systems have already given orders for cars by the thousands, the aggregate orders which are now being executed at the various car manufactories aggregating an enormous figure. Inquiry shows that all the car shops and engine works of the country are working to their fullest capacity, and that large unfilled orders are in the market seeking the attention of builders. It is, of course, possible to turn out cars with sufficient celerity to be available before the present season's freight movement begins to slacken, although engines are of slower construction, and it would indeed seem that there is less pressure for motive power than for cars. The effect of this movement upon general business and upon iron and lumber interests is already of a marked character, and it is evident that the consumption of iron and steel for car-building purposes is attaining proportions which must exercise a stimulating influence upon the entire iron industry.—*Broadstreet's.*

Canada's trade returns for November are most satisfactory. Exports totalled up are \$16,203,075 against \$9,839,844 last year. Imports were \$9,419,716 as compared with \$8,001,307, and duty collected \$1,378,718 and \$1,632,007 respectively.

**Northwest Commercial Travellers' Association.**

The annual meeting of the association was held at the board of trade rooms, Saturday evening Dec. 28th. There were upwards of sixty members present, being the largest turn out of the active members at an annual meeting since the association was formed.

After the minutes of last meeting had been read and confirmed, the annual reports of the president and the treasurer were read and adopted, both of which were very gratifying to the members, the financial report showing a net increase for the year of \$1,476, and the membership has increased from 196 to 228.

While the scrutineers, Burns, Coombs, and Evans, adjourned to another room to count the ballots to ascertain who had been elected as officers and directors for the ensuing year, the chairman arose and in a few appropriate words said the meeting was ready to hear any representatives of the Canada Travellers' association re amalgamation. A Murray Miller, local secretary of the C. T. A., had not arrived, Mr. Ronald, who is a member of both associations, said he thought it would be better to amalgamate, as he thought in the matter of dollars and cents the offer of the C. T. A. was a good one, but as R. J. Whitlaw remarked later on, it appeared that Mr. Ronald, while really speaking of amalgamation, being situated as he was, had at the same time apologized to the members for speaking in its favor.

Murray Miller having arrived he was asked to speak. He mentioned the progress of the C. T. A. from its infancy until now. It had a surplus of nearly \$200,000 and a membership up in the thousands. He gave facts and figures to assure the members of the N. W. C. T. A. that they would be benefitted by amalgamating.

M. R. O'Loughlin replied and went into the matter thoroughly and showed by facts the offer of the C. T. A. was not such a good offer as it would appear to be at first glance. When he resumed his seat there was a feeling that amalgamation would never carry.

R. J. Whitlaw, J. R. Brock and T. Ryan spoke of the remarkable progress of the N. W. T. association since its inception and the future before it, and they all agreed that it would be a great mistake the members would ever regret if they took the step.

As there were no other speakers the following resolution was put to the meeting: Moved by L. C. McIntyre, seconded by R. J. Whitlaw, that this meeting has heard the speakers for and against amalgamation and that while we entertain the most friendly feeling toward the C. T. A., and will be always ready to work to the interest of the commercial travellers of Canada. Be it resolved that this association do not amalgamate with the C. T. A., and thus losing its identity, but remain intact as at present. On the resolution being put it was carried unanimously, amid loud applause.

The work of the scrutineers being finished, the secretary read the result of the ballots, and the following are the officers and board elect the ensuing year: President, L. C. Macintyre, (acc.); vice-president, A. Strang; treasurer, M. W. Rublee, (acc.); secretary, J. M. O'Loughlin, (acc.); directors—M. R. O'Loughlin, H. Bruce Gordon, A. L. Johnson, J. M. Lamb, D. W. Bole, J. C. Gillespie, A. S. Binns.

### London Views Concerning Wheat.

In commenting on the wheat trade the London *Economist*, of December 12, says: "The very heavy imports of wheat from the United States last month, coupled with large entries from India, and, strangely, from Russia as well, have within the past fortnight caused a tendency to weakness at Mark Lane, which may be measured by a drop of 1s to 2s per quarter. Far from our supplies of grain, whether of wheat, barley or oats, being curtailed by the generally and gravely deficient wheat harvest of Europe, we have so far obtained larger quantities from abroad than hitherto; and the unusually large 'visible supply' in America is taken as pointing to further large supplies in the immediate future.

There can be no doubt whatever that the rise of 30 per cent. in wheat since last winter has tempted farmers to market their grain early, both here and elsewhere. Naturally the advanced price appears very tempting to them, and if they sell forthwith they appear certain to secure the full benefit of that advance, whereas the future is always doubtful. Hence our present large supplies, and the decided tendency to reaction in the market here—a reaction which has affected all kinds of grain. But such fluctuations cannot influence the world's supplies prior to next year's harvest.

If the calculations which have been put forth on the part of those best able to judge mean anything, the world's stores of grain must be materially reduced beyond their usual bulk before next August, and the present hurrying forward of crops can not go on indefinitely. Probably, therefore, any sharp relapse in wheat would be followed by a marked curtailment of the supplies; and while this country is not likely to run short in the end, because her ports are so accessible, and the market price is so speedily obtained, there is sufficient evidence that, if prices relapse shortly now, they will recover later. We may defer the purchase of cottons, or wooleens, or iron; but wheat is, according to modern ideas, an essential, and sharp movements in prices tend to right themselves.

### Commercial Travellers' Association of Canada.

There was disclosed much of an encouraging nature to the members of this body at its annual meeting, held in this city on Wednesday last, when President John Burns occupied the chair. The annual report submitted was the nineteenth, showing that soon the association will reach its majority; then, judging from present indications, it will have attained a corresponding vigorous growth.

Mr. James Sargant, the secretary, told the meeting that notwithstanding the demands upon the funds had been larger than usual, a steadily increasing surplus was indicated, as also a gratifying addition to membership. There were to-day 3,290 on the roll, 157 more than during the previous year. The receipts for the year ending November 30th, were \$40,175.62, leaving a balance of \$9,976.70 over disbursements. Payments under the annual mortuary benefit allotment were \$21,648. The maximum mortuary benefit for 1892 was fixed at \$1,200. Accident claims amounting to \$1,777.30 were paid. The report referred to the accident insurance scheme; to the new rooms

of the association, to the anticipated amalgamation with the Northwest Travellers' Association; to the friendly attitude of the railway companies, emphasized in reduced fares and increased baggage facilities. Not a single certificate has been cancelled for breach of railway privileges. Hope was expressed that every member would become a contributor to the relief fund, and devoted loyalty and zeal to the interests of the association was urged. The removal by death of twenty-four members during the year is touchingly referred to, and the sympathies for the relatives put in the form of a resolution. A motion was also carried that an amendment to the charter be procured, with a view to the extension of the association's insurance benefit. It was also decided to take steps for the formation of a Commercial Travellers' Executive Association, looking to the affiliation of all the associations. Amendments to certain articles of the by-laws gave the board power to enter into contracts with accident insurance companies, providing for the payment of \$5,000 at death, and a weekly indemnity for temporary disability, of \$25. The annual premium for such insurance is not to exceed \$12. The following directors for 1892 were elected: For Toronto—Messrs. Joseph Kilgour, W. B. Dack, M. C. Ellis, John Everett, Hector Morrison, John Orr, H. S. Stanbury, James Haywood, and John A. Ross. For Hamilton—Messrs. John Hooper, H. Bedlington, E. A. Dalley, W. E. La Chance, W. G. Reed and J. H. Hering.

The annual meeting of the Mutual Benefit Society, in connection with the association, was held on Tuesday, and a satisfactory report presented. An amendment to the by-laws gives an additional thousand dollars insurance to members under fifty years. The following officers were elected for 1892: President, Jos. Bonnick, Toronto; vice-president, Jas. Greenfield, Toronto; treasurer, Warring Kennedy, Toronto; trustees for Toronto—T. M. Bayne, Robt. Crean, Thos. Dunnatt, W. B. Dack, H. Goodman, Hector Lamont, John A. Ross, Jos. Taylor, S. R. Wickett. Trustees for Hamilton—Wm. Bremner, E. A. Dalley. Trustees for Winnipeg—W. M. Ronald.—Toronto *Monetary Times*.

### Toronto Leather Prices.

There is no new phrase in the leather situation, and trade is moving along very quietly. Sales are about up to the average of last year's for this month. Dealers look for much better business at the beginning of the year. Prices are: Sole, slaughter, medium heavy, per lb, 23 to 25c; Spanish, No. 1, per lb, 23 to 25c; Spanish, No. 2, per lb, 21 to 22c; Spanish, No. 3, per lb, 18 to 20c; calfskins, Canadian, light, 65 to 70c; calfskin, Canadian, medium, 70 to 75c; calfskin, Canadian, heavy, 65 to 70c; calfskin, French, \$1.05 to \$1.30; upper, light, medium, 30 to 33c; splits, 15 to 25c; harness, prime, 15 to 18 lbs, 24 to 26c; harness, light, per lb, 22 to 24c; bluff, 14 to 16c; pebble, 14 to 15c; oak harness, American, 45 to 50c; oak harness, English backs, 65 to 70c; oak bridle and skirting, English, 75 to 80c; Cordovan vamps, No. 1, \$5.50 to \$6; do., No. 2, \$5 to \$5.50; Cordovan goloshes, \$11 to \$12; Cordovan sides, No. 1, 16c; do., No. 2, 13c; do., No. 3, 11 to 12c; oak cup, soles, \$4.50 to \$8; hemlock taps, \$3 to \$3.75; coal oil, per gal, 45 to 50c; Degras, per lb, 4½ to 5c; japonica, per lb,

6 to 6½c; oak extract, 4c; hemlock extract, 3c; lampblack, 20 to 30c; sumac, per ton, \$65 to \$70; roundings, white oak, 20 to 25c; roundings, black, 18 to 20c; roundings, hemlock, 15c. Toronto *Empire*.

### Loafing in Stores.

Sitting around, sitting around—that used to be the order of the evening in the country stores. We doubt if there is as much of this store-loafing as in olden days, but probably it is not entirely obsolete. In the country stores in our native town we can well remember that you would find the same men in the store night after night. We could call them by name—and it would be a long list, too. The store for them took the place of the lodge-room. It was stage-coach days in that town, and the latest news wasn't flashed into town every day and Sunday as it now is. If we were to visit those stores of an evening now we would find few of those "old-timers" there for Father Time has mowed them down and they rest from their day-time labors and evening discussions. We doubt if their sons have followed their example in the "store loafing" direction. Whether they have adopted a better course—whether 'tis better to leave the country for the city and substitute the theatre and ball for the store is perhaps a question of some doubt.—New England *Grocer*.

### European Crop Conditions.

The December report of the United States department of Agriculture says: "The December report of our European agent in London shows a generally favorable condition for the prosecution of autumn seeding in the different countries of Europe. In Great Britain the weather has been quite favorable, while in France the sharp frosts toward the end of November, which excited some apprehension, have been followed by milder temperatures. The wheat area in that country has been largely increased over that of last year. In Austria-Hungary the October drought was broken, but frosty weather was followed by milder temperature and abundant moisture, making the prospect all that could be desired. The news from Russia is somewhat conflicting, but the consensus of opinion is that the prospect is not as favorable as usual. The autumn was not entirely favorable to sowing, and the condition of affairs in the provinces in which famine prevails has prevented the usual attention to farm work."

### Canadian Literature.

Ought to be more widely read and better known in the Dominion. We have several poets and story-writers of more than American reputation, and many others of great merit and growing fame. You will meet with most of them in *Canada*. The new national magazine started in January last, now entering upon its second year. This magazine is handsome, cheap, most varied and interesting in contents. It compares favorably with the best of English or American magazines, although smaller and less expensive. Only one dollar a year. Write for free sample copy. Matthew R. Knight, Benton, New Brunswick.

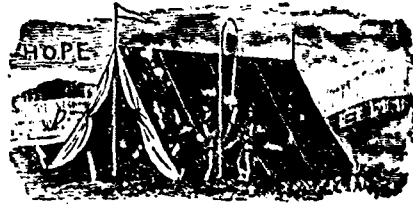
THE Brandon *Times* is out with a very good holiday number, devoted to a write-up of our pushing western city. It is illustrated with cuts of a number of Brandon's leading business men, and other features of local interest.

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### Montreal Markets.

Flour—Trading has been very quiet and confined to supplying the local demand. Export to the English market is not very promising at the present range of prices. Patent winter, \$5.05 to \$1.20; patent, spring, \$5.15 to \$5.25; straight roller, \$1.70 to \$1.85; extra, \$1.25 to \$1.35; superfine, \$1.00 to \$1.25; fine, \$3.50 to \$3.75; city strong bakers, \$5.00 to \$5.10; Manitoba bakers, \$1.60 to \$5.00; Ontario bags—extra, \$2.10 to \$2.20; superfine, \$2.00 to \$2.10.

Oatmeal, etc.—Granulated and rolled oats, \$1.60 to \$1.65 per barrel, and \$2.25 to \$2.75 per bag; standard and fine oatmeal, \$1.50 to \$1.60 per barrel, and bags \$2.17. Pot barley \$4.00. Pearl barley No. 1, \$7.25 per barrel \$3.75 per half bbl.

Bran and feed—Bran in car lots is quoted at \$16 to \$17; shorts, \$18 to \$19; middlings, \$20; feed, \$23 to \$26.

Wheat—No. 2 hard Manitoba wheat is quoted here nominal at \$1 to \$1.02.

Oats—Sales are light. No. 2 are quoted at 36c and No. 3 at 35c. There is scarcely any demand at present.

Barley—Feed barley is in a little better demand at about 45 to 47c per bushel. Malting barley is quiet at 54 to 58c.

Dressed hogs—Prices continue easy, as mild weather and approaching holidays combine to make holders rather anxious to clear. Car lots are offering at \$5.25 to \$5.50.

Pork, lard, etc.—Prices are easier. The extraordinary mildness of the season and the want of snow to make good sleighing to country places add very greatly to the feeling of depression. Canada short cut mess pork per bbl, \$15 to \$16; Mess pork, American, per bbl, \$13.50 to \$14; extra mess beef, per bbl, \$14.50 to \$15; hams, city cured, per lb, 10½ to 11c; lard, pure, in pails, per lb, 9½ to 10c; lard, compound, in pails, per lb, 7½ to 7¾c; bacon, per lb, 9½ to 10c; shoulders, per pound, 8¾c.

Dressed poultry—There is a good demand. Sales are made of turkeys at 10 to 11c. Chickens are selling freely at 7½ to 8c for prime stock. Geese are slow at 6 to 7c. Ducks, 8 to 9c.

Eggs—Lined eggs have sold very freely at 15c to 16c. Fresh held stock has brought 18 to 20c.

Butter—Township dairies have been quickly snapped up by city jobbers at from 18 to 20c. Western is quieter but moving slowly round 15 to 17c. Creameries 22 to 23½c.

Cheese—Shipments of Canadian cheese since the closing of navigation have amounted to 89, 541 boxes. Prices are now almost nominal, quotations are, finest western 11 to 11½c, finest eastern 10½ to 11c, medium 10½ to 10¾c.

Apples—Good fruit range from \$2.50 to \$3 per bbl. Poor stock is selling at any price that it will bring. Dried apples very quiet at 4½ to 5c per lb as to quality and quantity. Evaporated apples 6 to 7c as to quantity.

Hides—Have been bought at both 4½ to 5c, the supply is very low. We quote: No. 1, 4¾c; No. 2, 3¾c; No. 3, 2¾c; tanners are paying 1c more; lambskins, 80c; calfskins, 7c.

Groceries—Japan teas are still very dull, but evidently there is some faith in the future of the market as one representative of a Japan house has received a cablegram telling him to withdraw all his teas from the market at present. Greens are very low in London, and mail

advices speak of a further decline in prices. Ceylons have also declined considerably; latest mail advices speaking of a drop of ½ to 1d per lb. The coffee market remains very quiet, stocks being lighter and sales being few in number. Quotations are: Rio, 18 to 20c; Java, 26 to 30c. Mocha, 27 to 30c; Jamaica, 18 to 20c; Maracaibo, 23 to 25c. Local prices are unchanged for sugars at 4½c for granulated and 3½ to 4½c for yellows at the refineries. In molasses, some Barbadoes has changed hands at 35c. Private cables just received state that Valencia raisins have advanced 2s per cwt. in London. New York prices have not, however, advanced as yet and the Montreal market shows no particular sign of a rise; stocks are low, and prices are pretty steady at 4½ to 5c. Currants at 5½ to 6c. Dates have advanced 1s per cwt in England, and local prices are a little firmer in consequence at 4½ to 4¾c.—*Trade Bulletin*, Dec. 26.

### The Three Essential Qualities in a Clerk.

"The *Northwest Trade* of this city, says the *Minneapolis Times*, recently invited answers from subscribers to a series of questions propounded to them, varying from an inquiry into the state of the roads to a feeler as to their thoughts on the subject of store loungers. One of the questions asked was, 'what are the three most essential qualities in a clerk?' and the answers to this question are instructive. There is a uniformity about them which suggests that here is a subject on which all men of business agree. It may surprise some to learn that country merchants are not looking for clerks who are 'smart'; none of them yearn for young men who have been to college, and none of them even mention that a successful clerk must be a successful liar. One merchant writes: 'The three important qualities in a clerk are honesty, politeness and cleanliness;' another says 'honesty and politeness and attention to displaying goods attractively;' a third names 'honesty, sobriety and faithfulness;' a fourth, 'honesty, civility, industry;' a fifth, 'honesty, kindness and patience without end;' a sixth, 'honesty, civility and industry.' So the whole series runs. Every merchant in the list wants his clerks to be honest. Every one thinks it of advantage that his clerks should be patient and polite, and each one demands that they attend strictly to business. These answers have a hopeful sound, because their sentiments are as binding on the principal as on the agent. We take it that every merchant who writes to *The Northwest Trade* is up on the precepts he enunciates. There can be no sanded sugar in these stores, for the clerk who does such a trick earns his discharge in the act. The politeness inculcated in these letters must also pervade the business houses presided over by the letter writers and this assures the clerks their rights as citizens. They cannot be imposed upon by their employers any more than they can be permitted to juggle for the rights of customers. And as honesty and politeness are the universal rule, so too is attention to business as taught by example and precept. There is no reason why the merchants should not take these lessons home to themselves as well as preach them to others, and as the country merchant is as consistent a being as his contemporary in any other line, no doubt they do."

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